

# NACOmatic

Effective: 23-Sep-2010  
Expires: 21-Oct-2010



# **Warranty**

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: <http://naco.faa.gov/index.asp?xml=naco/onlineproducts>

## **Copyright**

This compilation is protected by US copyright laws and international copyright treaties.

## **Limitations**

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

## **Release from Liability**

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

MS Min Alt#4	-	5	UBS	-	85
MS Min Rdr#4	-	9	UOX	-	239
MS Min TO#4	-	17	UTA	-	276
ORO	-	65	VKS	-	288
19M	-	186			
1R7	-	54			
25M	-	265			
5A4	-	232			
5A6	-	295			
87I	-	298			
8M1	-	50			
BIX	-	43			
CBM	-	67			
CKM	-	57			
CRX	-	95			
GLH	-	101			
GNF	-	116			
GPT	-	123			
GTR	-	89			
GWO	-	110			
HBG	-	139			
HEZ	-	221			
HKS	-	158			
HSA	-	37			
IDL	-	151			
JAN	-	163			
LMS	-	188			
LUL	-	181			
M16	-	261			
M37	-	99			
M40	-	29			
M41	-	149			
M43	-	258			
M51	-	269			
M72	-	229			
M83	-	290			
MBO	-	191			
MCB	-	198			
MEI	-	203			
MJD	-	254			
MMS	-	195			
MPE	-	249			
NMM	-	213			
OLV	-	235			
OSX	-	178			
PIB	-	144			
PMU	-	33			
PQL	-	244			
RVN	-	61			
STF	-	271			
TUP	-	280			

MS Mins - Alternates #4	-	5	VICKSBURG .....	VKS	-	288
MS Mins - Radar #4	-	9	WEST POINT .....	M83	-	290
MS Mins - Take-Off #4	-	17	WINONA .....	5A6	-	295
ABERDEEN-AMORY ....	M40	-	YAZOO CITY .....	87I	-	298
BATESVILLE .....	PMU	-				
BAY ST. LOUIS .....	HSA	-				
BILOXI .....	BIX	-				
BOONEVILLE-BALDWYN	8M1	-				
BROOKHAVEN .....	1R7	-				
CLARKSDALE .....	CKM	-				
CLEVELAND .....	RNV	-				
COLUMBIA .....	OR0	-				
COLUMBUS-WEST POINT	GTR	-				
COLUMBUS .....	CBM	-				
COLUMBUS .....	UBS	-				
CORINTH .....	CRX	-				
DREW .....	M37	-				
GREENVILLE .....	GLH	-				
GREENWOOD .....	GWO	-				
GRENADA .....	GNF	-				
GULFPORT .....	GPT	-				
HATTIESBURG-LAUREL	PIB	-				
HATTIESBURG .....	HBG	-				
HOLLY SPRINGS .....	M41	-				
INDIANOLA .....	IDL	-				
JACKSON .....	HKS	-				
JACKSON .....	JAN	-				
KOSCIUSKO .....	OSX	-				
LAUREL .....	LUL	-				
LEXINGTON .....	19M	-				
LOUISVILLE .....	LMS	-				
MADISON .....	MBO	-				
MARKS .....	MMS	-				
MC COMB .....	MCB	-				
MERIDIAN .....	MEI	-				
MERIDIAN .....	NMM	-				
NATCHEZ .....	HEZ	-				
NEW ALBANY .....	M72	-				
OKOLONA .....	5A4	-				
OLIVE BRANCH .....	OLV	-				
OXFORD .....	UOX	-				
PASCAGOULA .....	PQL	-				
PHILADELPHIA .....	MPE	-				
PICAYUNE .....	MJD	-				
PRENTISS .....	M43	-				
RAYMOND .....	M16	-				
RIPLEY .....	25M	-				
STARKVILLE .....	M51	-				
STARKVILLE .....	STF	-				
TUNICA .....	UTA	-				
TUPELO .....	TUP	-				



# ALTERNATE MINS

M1



## INSTRUMENT APPROACH PROCEDURE CHARTS

### **A IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME** ALTERNATE MINIMUMS  
**ALEXANDRIA, LA**  
 ESLER RGNL ..... RNAV (GPS) Rwy 9  
                   RNAV (GPS) Rwy 27  
 NA when local weather not available.

**BASTROP, LA**  
 MOREHOUSE  
 MEMORIAL ..... RNAV (GPS) Rwy 16  
                   RNAV (GPS) Rwy 34  
 NA when local weather not available.

**BATON ROUGE, LA**  
 BATON ROUGE METROPOLITAN:  
 RYAN FIELD ..... ILS or LOC Rwy 13<sup>12</sup>  
                   ILS or LOC Rwy 22R<sup>14</sup>  
                   NDB Rwy 31<sup>23</sup>  
                   RADAR-1<sup>2</sup>  
                   RNAV (GPS) Rwy 4L<sup>4</sup>  
                   RNAV (GPS) Rwy 13<sup>4</sup>  
                   RNAV (GPS) Rwy 22R<sup>4</sup>  
                   RNAV (GPS) Rwy 31<sup>4</sup>  
                   VOR Rwy 4L<sup>3</sup>

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Categories A,B, 900-2; Category C, 900-2½;  
 Category D, 900-2¾.

<sup>4</sup>NA when local weather not available.

**BAY ST LOUIS, MS**  
 STENNIS INTL ..... ILS or LOC Rwy 18  
                   RNAV (GPS) Rwy 18  
                   RNAV (GPS) Rwy 36  
                   VOR-A  
 NA when local weather not available.

**BOGALUSA, LA**  
 GEORGE R CARR MEMORIAL  
 AIR FIELD ..... RNAV (GPS) Rwy 18  
                   RNAV (GPS) Rwy 36  
 NA when local weather not available.

**NAME** ALTERNATE MINIMUMS  
**COLUMBUS-WEST POINT-STARKVILLE, MS**  
 GOLDEN TRIANGLE  
 RGNL ..... ILS or LOC Rwy 18<sup>1</sup>  
                   LOC/DME Rwy 36  
                   RNAV (GPS) Rwy 18  
                   RNAV (GPS) Rwy 36  
 NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

**CORINTH, MS**  
 ROSCOE TURNER ..... ILS or LOC Rwy 18  
                   RNAV (GPS) Rwy 18  
                   RNAV (GPS) Rwy 36  
 NA when local weather not available.

**DE RIDDER, LA**  
 BEAUREGARD RGNL ..... RNAV (GPS) Rwy 18  
                   RNAV (GPS) Rwy 36  
 NA when local weather not available.

**GALLIANO, LA**  
 SOUTH LAFOURCHE LEONARD  
 MILLER JR ..... LOC/DME Rwy 36  
                   RNAV (GPS) Rwy 18  
                   RNAV (GPS) Rwy 36  
 NA when local weather not available.

**GREENVILLE, MS**  
 MID DELTA RGNL ..... ILS or LOC Rwy 18L<sup>1</sup>  
                   NDB Rwy 36L<sup>1</sup>  
                   NDB Rwy 36R<sup>1</sup>  
                   RNAV (GPS) Rwy 18L<sup>2</sup>  
                   RNAV (GPS) Rwy 18R<sup>2</sup>  
                   RNAV (GPS) Rwy 36L<sup>2</sup>  
                   RNAV (GPS) Rwy 36R<sup>2</sup>  
                   VOR/DME Rwy 18L<sup>2</sup>  
                   VOR/DME Rwy 18R<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



NAME ALTERNATE MINIMUMS  
**GREENWOOD, MS**  
 GREENWOOD-LEFLORE . ILS or LOC Rwy 18<sup>1</sup>  
 VOR Rwy 5<sup>2</sup>  
<sup>1</sup>ILS, Categories C,D, 700-2.  
<sup>2</sup>Category D, 800-2½.

**GULFPORT, MS**  
 GULFPORT-BILOXI  
 INTL ..... ILS or LOC Rwy 14<sup>12</sup>  
 ILS or LOC/DME Rwy 32<sup>12</sup>  
 RADAR-1<sup>24</sup>  
 RNAV (GPS) Rwy 14<sup>3</sup>  
 RNAV (GPS) Rwy 18<sup>3</sup>  
 RNAV (GPS) Rwy 32<sup>3</sup>  
 RNAV (GPS) Rwy 36<sup>3</sup>  
 VOR/DME or TACAN Rwy 14<sup>4</sup>  
 VOR/DME or TACAN Rwy 32<sup>4</sup>  
<sup>1</sup>ILS, Categories B,C,D, 700-2; Category E,  
 800-2½. LOC, Category E, 800-2½.  
<sup>2</sup>NA when control tower closed.  
<sup>3</sup>NA when local weather not available.  
<sup>4</sup>Category E, 800-2¾.

**HAMMOND, LA**  
 HAMMOND NORTHSORE  
 RGNL ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 31  
 RNAV (GPS) Rwy 36  
 NA when local weather not available.

**HATTIESBURG, MS**  
 HATTIESBURG BOBBY L. CHAIN  
 MUNI ..... RNAV (GPS) Y Rwy 13  
 RNAV (GPS) Z Rwy 13  
 VOR Rwy 13<sup>1</sup>  
 NA when local weather not available.  
<sup>1</sup>Categories A, B, 1900-2; Categories C, D,  
 1900-3.

**HATTIESBURG/LAUREL, MS**  
 HATTIESBURG-LAUREL  
 RGNL ..... ILS or LOC Rwy 18  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36  
 NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**HOUMA, LA**  
 HOUMA-TERREBONNE ..... Copter VOR/DME 12<sup>1</sup>  
 ILS or LOC Rwy 18<sup>12</sup>  
 RNAV (GPS) Rwy 12<sup>14</sup>  
 RNAV (GPS) Rwy 18<sup>1</sup>  
 RNAV (GPS) Rwy 30<sup>1</sup>  
 RNAV (GPS) Rwy 36<sup>1</sup>  
 VOR/DME Rwy 30<sup>1</sup>  
 VOR Rwy 12<sup>12</sup>  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>NA when control tower closed.  
<sup>3</sup>ILS, Category D, 700-2.  
<sup>4</sup>Category D, 800-2½.

**JACKSON, MS**  
 HAWKINS FIELD ..... ILS or LOC Rwy 16<sup>1</sup>  
 RNAV (GPS) Rwy 16  
 RNAV (GPS) Rwy 34  
 NA when local weather not available.  
 1NA when control tower closed.

**JACKSON-EVERS**  
 INTL ..... ILS or LOC Rwy 34L<sup>12</sup>  
 RADAR-1<sup>1</sup>  
 RNAV (GPS) Rwy 16L<sup>3</sup>  
 RNAV (GPS) Rwy 16R<sup>3</sup>  
 RNAV (GPS) Rwy 34L<sup>3</sup>  
 RNAV (GPS) Rwy 34R<sup>3</sup>  
<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category E, 700-2½. LOC,Category E,  
 800-2½.  
<sup>3</sup>NA when local weather not available.

**LAFAYETTE, LA**  
 LAFAYETTE  
 RGNL ..... ILS or LOC/DME Rwy 4R<sup>13</sup>  
 ILS or LOC Rwy 22L<sup>23</sup>  
 RNAV (GPS) Rwy 4R<sup>1</sup>  
 RNAV (GPS) Rwy 22L<sup>1</sup>  
 RNAV (GPS) Rwy 29<sup>1</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>NA when control tower closed.  
<sup>3</sup>ILS, Category D, 700-2.

**LAKE CHARLES, LA**  
 CHENNAULT INTL ..... ILS or LOC Rwy 15<sup>12</sup>  
 RNAV (GPS) Rwy 33<sup>3</sup>  
 VOR Rwy 33<sup>12</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>Category E, 900-3.  
<sup>3</sup>NA when local weather not available.

**LAKE CHARLES RGNL** ..... ILS or LOC Rwy 15  
 LOC BC Rwy 33  
 NA when control tower closed.

NAME ALTERNATE MINIMUMS  
**MC COMB, MS**  
 MC COMB/PIKE COUNTY/  
 JOHN E LEWIS FIELD ..... ILS or LOC Rwy 15  
     RNAV (GPS) Rwy 15  
     RNAV (GPS) Rwy 33  
     VOR/DME-A  
 NA when local weather not available.

**MERIDIAN, MS**

KEY FIELD ..... ILS or LOC Rwy 1<sup>123</sup>  
     ILS or LOC Rwy 19<sup>23</sup>  
     RNAV (GPS) Rwy 1<sup>34</sup>  
     RNAV (GPS) Rwy 4<sup>34</sup>  
     RNAV (GPS) Rwy 19<sup>34</sup>  
     RNAV (GPS) Rwy 22<sup>34</sup>  
     VOR-A<sup>34</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2; Category E, 900-3.  
 LOC, Category E, 900-3.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category E, 900-3.

**MONROE, LA**

MONROE RGNL ..... ILS or LOC Rwy 4  
     ILS or LOC Rwy 22  
 NA when control tower closed.

**NATCHEZ, MS**

HARDY-ANDERS FIELD NATCHEZ-ADAMS  
 COUNTY ..... RNAV (GPS) Rwy 13  
     RNAV (GPS) Rwy 18  
     RNAV (GPS) Rwy 31  
     RNAV (GPS) Rwy 36  
     VOR/DME Rwy 13

NA when local weather not available.

**NEW IBERIA, LA**

ACADIANA RGNL ..... ILS Rwy 34<sup>1</sup>  
     RNAV (GPS) Rwy 16<sup>2</sup>  
     RNAV (GPS) Rwy 34<sup>2</sup>  
     VOR or TACAN Rwy 16<sup>13</sup>  
     VOR/DME Rwy 34<sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category E, 900-3.

**NEW ORLEANS, LA**

LAKEFRONT ..... ILS or LOC Rwy 18R<sup>1</sup>  
     RNAV (GPS) Rwy 18R  
     RNAV (GPS) Rwy 36L  
     VOR/DME Rwy 36L

NA when local weather not available.

<sup>1</sup>Category D, 700-2.

LOUIS ARMSTRONG  
 NEW ORLEANS INTL ..... LOC Rwy 19  
 Category D, 800-2 $\frac{1}{4}$ .

NAME ALTERNATE MINIMUMS  
**OAKDALE, LA**  
 ALLEN PARISH ..... RNAV (GPS) Rwy 18  
     RNAV (GPS) Rwy 36  
 NA when local weather not available.

**OLIVE BRANCH, MS**

OLIVE BRANCH ..... ILS or LOC Rwy 18<sup>12</sup>  
     RNAV (GPS) Rwy 18  
 NA when local weather not available.  
<sup>1</sup>ILS, Categories A,B,C,D, 700-2.  
<sup>2</sup>NA when control tower closed.

**PASCAGOULA, MS**

TRENT LOTT INTL ..... ILS or LOC Rwy 17<sup>12</sup>  
     RNAV (GPS) Rwy 17<sup>2</sup>  
     RNAV (GPS) Rwy 35<sup>2</sup>  
     VOR-A<sup>23</sup>

<sup>1</sup>ILS, 700-2.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 800-2 $\frac{1}{4}$ .

**PATTERSON, LA**

HARRY P. WILLIAMS  
 MEMORIAL ..... VOR/DME-A  
 Categories A, B, 1200-2; Category C, 1200-3.

**PHILADELPHIA, MS**

PHILADELPHIA MUNI ..... RNAV (GPS) Rwy 18  
     RNAV (GPS) Rwy 36  
 NA when local weather not available.

**PICAYUNE, MS**

PICAYUNE MUNI ..... RNAV (GPS) Rwy 18  
     RNAV (GPS) Rwy 36  
 NA when local weather not available.

**RAYMOND, MS**

JOHN BELL WILLIAMS ... RNAV (GPS) Rwy 12  
     RNAV (GPS) Rwy 30  
 NA when local weather not available.  
 Category D, 900-2 $\frac{1}{4}$ .

**SHREVEPORT, LA**

SHREVEPORT  
 DOWNTOWN ..... RNAV (GPS) Rwy 14  
     VOR Rwy 14

NA when local weather not available.

Category C, 800-2 $\frac{1}{4}$ ; Category D, 800-2 $\frac{1}{4}$ .

**SHREVEPORT**

RGNL ..... ILS or LOC Rwy 14<sup>1</sup>  
     LOC Rwy 5<sup>1</sup>  
     RADAR-11  
     RNAV (GPS) Rwy 23<sup>2</sup>

<sup>1</sup>Category E, 900-3.

<sup>2</sup>Category D, 800-2 $\frac{1}{4}$ .

NAME ALTERNATE MINIMUMS

**SULPHUR, LA**

SOUTHLAND FIELD ..... LOC Rwy 15  
RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33  
VOR/DME-A

NA when local weather not available.

**TALLULAH, LA**

VICKSBURG TALLULAH RGNL .... LOC Rwy 36  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

**TUNICA, MS**

TUNICA MUNI ..... ILS or LOC Rwy 35  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

**TUPELO, MS**

TUPELO RGNL ..... ILS or LOC Rwy 36  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## RADAR INSTRUMENT APPROACH MINIMUMS

**BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 10042 USAF)** ELEV 166  
**RADAR<sup>1</sup>** - (E) 118.6 119.9 125.1 350.2 335.55

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>DH/</b>	<b>HAT/</b>	<b>CEIL-VIS</b>
				<b>MDA-VIS</b>	<b>HAA</b>	
ASR <sup>2</sup>	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR <sup>3</sup>	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2½	614	(700-2¼)

<sup>1</sup>Opr 1200-0500Z++. <sup>2</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. <sup>3</sup>Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

**BATON ROUGE, LA** Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

RADAR - 120.3 278.3 

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>HAT/</b>	<b>DA/</b>	<b>HATH/</b>	<b>DA/</b>	<b>HAT/</b>
				<b>MDA-VIS</b>	<b>HAA</b>	<b>CEIL-VIS</b>	<b>CAT</b>	<b>MDA-VIS</b>
ASR	31		ABCD	440-1¼	371	(400-1¼)		
			ABC	560-¾	492	(500-¾)	D	560-1
	13							492 (500-1)
	22R		ABC	620/50	550	(600-1)	D	620/60
			AB	620-1¼	551	(600-1¼)	C	620-1½
CIRCLING			D	620-1¾	551	(600-1¾)		
			AB	620-1¼	550	(600-1¼)	C	660-1½
			D	680-2	610	(700-2)		590 (600-1½)

When control tower closed ASR NA.

S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.

S-31: Inoperative table does not apply.

When VGSI inoperative, circling to Rwy 4L NA at night.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR INSTRUMENT APPROACH MINIMUMS

**DE RIDDER, LA**

Orig-A, April 8, 2010 (FAA)

ELEV 202

**BEAUREGARD RGNL**RADAR - 123.7 254.8 **V A NA**

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			HAT/ HATH/		
				DA/ MDA-VIS	HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAA CEIL-VIS	
ASR	36		A	<b>760-1</b>	563 (600-1)	B	<b>760-1½</b>	563 (600-1½)	
			C	<b>760-1½</b>	563 (600-1½)	D	<b>760-2</b>	563 (600-2)	
	18		A	<b>720-1</b>	518 (600-1)	B	<b>720-1½</b>	518 (600-1½)	
			C	<b>720-1½</b>	518 (600-1½)	D	<b>720-2</b>	518 (600-2)	
CIRCLING			A	<b>760-1</b>	558 (600-1)	B	<b>760-1½</b>	558 (600-1½)	
			C	<b>760-1½</b>	558 (600-1½)	D	<b>780-2</b>	578 (600-2)	

When local altimeter not received, use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

**GULFPORT, MS**

AMDT. 6A, MAR 12, 2009 (FAA)

ELEV 28

**GULFPORT-BILOXI INTL**RADAR- 124.6 254.25 **V A**

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			HAT/ HATH/		
				DA/ MDA-VIS	HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAA CEIL-VIS	
ASR	32		ABC	<b>440/40</b>	412 (500-¾)	DE	<b>440/50</b>	412 (500-1)	
			AB	<b>440/24</b>	413 (500-½)	C	<b>440/40</b>	413 (500-¾)	
	14		DE	<b>440/50</b>	413 (500-1)				
			A	<b>500-1</b>	472 (500-1)	B	<b>660-1</b>	632 (700-1)	
CIRCLING			C	<b>660-1½</b>	632 (700-1½)	D	<b>660-2</b>	632 (700-2)	
			E	<b>820-2½</b>	792 (800-2½)				

Procedure not authorized when control tower closed.

For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.

For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR INSTRUMENT APPROACH MINIMUMS

**JACKSON, MS**

Amdt. 11B, MAY 11, 2006 (FAA)

ELEV 346

JACKSON-EVERS INTL  
RADAR- 123.9 317.7 **V A**

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/ HAA CEIL-VIS			CAT	HAT/ HATH/ HAA CEIL-VIS		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	16R	AB	<b>740-1</b>	421	(500-1)		CD	<b>740-1½</b>	421	(500-1½)
		E	<b>740-1½</b>	421	(500-1½)					
	16L	AB	<b>740/24</b>	429	(500-½)		C	<b>740/40</b>	429	(500-¾)
		DE	<b>740/50</b>	429	(500-1)					
34L		AB	<b>800/24</b>	472	(500-½)		C	<b>800/40</b>	472	(500-¾)
		D	<b>800/50</b>	472	(500-1)		E	<b>800/60</b>	472	(500-1¼)
	34R	AB	<b>820/50</b>	474	(500-1)		C	<b>820/60</b>	474	(500-1¼)
		D	<b>820-1½</b>	474	(500-1½)		E	<b>820-1½</b>	474	(500-1¾)
CIRCLING	A	<b>840-1</b>	494	(500-1)			B	<b>880-1</b>	534	(600-1)
	C	<b>880-1½</b>	534	(600-1½)			D	<b>900-2</b>	554	(600-2)
	E	<b>940-2</b>	594	(600-2)						

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.

Category E S-34L visibility increased ½ mile for inoperative MALSR.

Category E circling not authorized southwest of runway 16R-34L.

When control tower closed procedure NA.

**JOE WILLIAMS NOLF (KNJW), MS (Moscow) (10266 USN)**

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/ HAA			CAT	HAT/ HATH/ CEIL-VIS		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR <sup>1</sup>	32	A	<b>1120-1</b>		581	(600-1)				
		B	<b>1120-1½</b>		581	(600-1½)				
		C	<b>1120-1½</b>		581	(600-1½)				
		DE	<b>1120-2</b>		581	(600-2)				
CIR <sup>1</sup>	All Rwy	A	<b>1120-1</b>		581	(600-1)				
		B	<b>1120-1½</b>		581	(600-1½)				
		C	<b>1120-1½</b>		581	(600-1½)				
		D	<b>1120-2</b>		581	(600-2)				
		E	<b>1160-2½</b>		621	(700-2½)				

<sup>1</sup>Procedure NA at night.**LAFAYETTE, LA**

Amdt. 9, MAR 15, 2007(FAA)

ELEV 43

LAFAYETTE RGNL

RADAR - 121.1 363.0 **V**

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/ HAA CEIL-VIS			CAT	HAT/ HATH/ HAA CEIL-VIS		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	29	ABC	<b>400-1</b>	358	(400-1)		D	<b>400-1½</b>	358	(400-1½)
		AB	<b>480-1</b>	440	(500-1)			<b>480-1½</b>	440	(500-1½)
	4R	D	<b>480-1½</b>	440	(500-1½)					
		AB	<b>560-1</b>	518	(600-1)		C	<b>560-1½</b>	518	(600-1½)
CIRCLING	11	D	<b>560-1½</b>	518	(600-1½)					
		AB	<b>560-1</b>	517	(600-1)		C	<b>580-1</b>	537	(600-1)
	A	D	<b>560-1½</b>	537	(600-1½)		B	<b>580-1</b>	537	(600-1)
		C	<b>580-1½</b>	537	(600-1½)		D	<b>660-2</b>	617	(700-2)

When control tower closed, ASR NA.

SC-4

## RADAR INSTRUMENT APPROACH MINIMUMS

**RADAR MINS**

10266

N3

**RADAR MINS**

10266

**RADAR INSTRUMENT APPROACH MINIMUMS****LAKE CHARLES, LA**

Amtd. 1A, NOV 25, 1999 (FAA)

ELEV 17

CHENNAULT INTL

RADAR - 119.8 282.3 ANA

ASR	RWY	GS/TCH/RPI	CAT	HAT/		CAT	HAT/		
				DA/	HATH/		MDA-VIS	HAA CEIL-VIS	
ASR	33	AB	540-1	523	(600-1)	C	540-1½	523 (600-1½)	
			DE	540-1¼	523 (600-1¼)				
	15	AB	560-½	544	(600-½)		560-1	544 (600-1)	
			D	560-1¼	544 (600-1¼)		560-1½	544 (600-1½)	
CIRCLING		AB	580-1	563	(600-1)	C	580-1½	563 (600-1½)	
		D	580-2	563	(600-2)	E	880-3	863 (900-3)	

## LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS

ASR	33	AB	540-1	523 (600-1)	C	540-1½	523 (600-1½)
		DE	540-1¼	523 (600-1¼)			
ASR	15	AB	580-½	564 (600-½)	C	580-1	564 (600-1)
		D	580-1¼	564 (600-1¼)	E	580-1½	564 (600-1½)
CIRCLING	AB	600-1	583 (600-1)	C	600-1½	583 (600-1½)	
		D	600-2	583 (600-2)	E	900-3	883 (900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.

Procedure not available when Lake Charles Approach Control closed.

For inoperative MALSR, increase Category E visibilities ½ mile.

**LAKE CHARLES, LA**

Amtd. 5A, NOV 24, 2005 (FAA)

ELEV 15

LAKE CHARLES RGNL

RADAR - 119.35 353.75 A

ASR	RWY	GS/TCH/RPI	CAT	HAT/		CAT	HAT/	
				DA/	HATH/		MDA-VIS	HAA CEIL-VIS
ASR	5	ABC	380-1	366	(400-1)	CD	380-1¼	366 (400-1)
			380-¾	368	(400-¾)		380-1½	368 (400-1½)
	33	ABC	440-1	425	(500-1)		440-1¼	425 (500-1)
	23	AB	440/24	428	(500-½)		440/40	428 (500-½)
CIRCLING	15	AB	440/50	428	(500-1)	B	480-1	465 (500-1)
		D	480-1½	465	(500-1½)	D	580-2	428 (500-2)
	A	440-1	425	(500-1)				

When control tower closed, procedure NA.

**RADAR INSTRUMENT APPROACH MINIMUMS****RADAR MINS**

10266

N4

## RADAR INSTRUMENT APPROACH MINIMUMS

**MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (10098 USN) ELEV 316**RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4 **V**

				DA/ MDA-VIS	HAT/ HATH/	
	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>		<u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	19L <sup>2</sup>	3.0°/48/1124	ABCDE	416-½	100	(100-¼)
	1L <sup>3</sup>	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS <sup>4</sup>	19R		ABCDE	640-1½	346	(400-1½)
	1R		ABCDE	660-1½	390	(400-1½)
	19L <sup>4</sup>		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L <sup>5</sup>		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1½	507	(500-1½)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1½	375	(400-1½)
19R		AB	700-1	406	(400-1)	
		C	700-1½	406	(400-1½)	
		DE	700-1½	406	(400-1½)	
1R		AB	700-1	430	(400-1)	
		C	700-1½	430	(400-1½)	
		DE	700-1½	430	(400-1½)	
19L <sup>6</sup>		AB	780-½	464	(500-½)	
		C	780-¾	464	(500-¾)	
		D	780-1	464	(500-1)	
		E	780-1½	464	(500-1½)	
1L <sup>7</sup>		AB	760-½	507	(500-½)	
		CD	760-1	507	(500-1)	
		E	760-1½	507	(500-1½)	
CIR	All Rwy <sup>8</sup>	AB	820-1	504	(600-1)	
		C	820-1½	504	(600-1½)	
		D	880-2	564	(600-2)	
		E	1060-2¾	744	(800-2¾)	

<sup>1</sup>No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. <sup>2</sup>When ALS inop, increase vis All CAT to ½ mile. <sup>3</sup>When ALS inop, increase vis All CAT to ¾ mile. <sup>4</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1½ miles. <sup>5</sup>When ALS inop, increase vis CAT AB to 1½ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. <sup>6</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1½ miles, CAT E to 1¾ miles. <sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. <sup>8</sup>When circling from PAR W/O GS Rwy 1L, 1R, 19R, increase vis CAT AB to 1½ miles.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR INSTRUMENT APPROACH MINIMUMS

**MONROE, LA**

Amdt. 6A, June 12, 2003 (FAA)

ELEV 79

MONROE RGNL

RADAR - 126.9 388.0 

	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
				DA/	HATH/			DA/	HATH/	
ASR	22		ABCD	480-1	402	(500-1)				
	4		ABC	560/40	482	(500-¾)	D	560/50	482	(500-1)
CIRCLING			AB	580-1½	501	(600-1½)	C	620-1½	541	(600-1½)
			D	640-2	561	(600-2)				

**NEW ORLEANS, LA**

Amdt. 17A, JUN 5, 2008 (FAA)

ELEV 4

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3 

	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
				DA/	HATH/			DA/	HATH/	
ASR	10		ABC	340/24	336	(400-½)	D	340/50	336	(400-1)
	28		ABC	400/40	397	(400-¾)	D	400/50	397	(400-1)
	19		ABCD	420/60	420	(500-1½)				
CIRCLING			AB	520-1½	516	(600-1½)	C	520-1½	516	(600-1½)
			D	580-2	576	(600-2)				

Rwy 10: Inoperative table does not apply to Category D.

Rwy 19: Inoperative table does not apply.

Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

## RADAR INSTRUMENT APPROACH MINIMUMS

**RADAR MINS**

10266

N6

## RADAR INSTRUMENT APPROACH MINIMUMS

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR<sup>1 2 13</sup> - (E) 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65  ELEV 2

PAR	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
	4 <sup>3</sup>	3.0°/51/973	ABCDE	99-½	100	(100-½)
	22 <sup>4</sup>	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O GS	4 <sup>5</sup>		ABC	380-½	381	(400-½)
			DE	380-¾	381	(400-¾)
	22 <sup>6</sup>		ABCDE	300-1	301	(400-1)
ASR	4 <sup>7</sup>		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22 <sup>8</sup>		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1½	461	(500-1½)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1½	438	(500-1½)
			DE	440-1½	438	(500-1½)
	32 <sup>9</sup>		AB	440-1	438	(500-1)
			C	440-1½	438	(500-1½)
			DE	440-1½	438	(500-1½)
CIR <sup>10 11 12</sup>	All Rwy		AB	480-1	478	(500-1)
			C	520-1½	518	(600-1½)
			D	560-2	558	(600-2)
			E	640-2½	638	(700-2½)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

<sup>1</sup>No-NOTAM preventive maint Mon 1300-1800Z++. <sup>2</sup>Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. <sup>3</sup>When ALS inop, increase vis CAT ABCDE to ½ mile. <sup>4</sup>When ALS inop, increase vis Cat CDE to 1 mile. <sup>5</sup>When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1½ miles. <sup>6</sup>When ALS inop, increase vis CAT ABCDE to 1¼ miles. <sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. <sup>8</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

<sup>9</sup>Procedure not authorized at night. <sup>10</sup>CAT E circling not authorized NW of Rwy 4-22. <sup>11</sup>Night circling not authorized to Rwy 32. <sup>12</sup>When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1½ miles. <sup>13</sup>GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR INSTRUMENT APPROACH MINIMUMS

**POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA)****ELEV 329**RADAR - (E) 123.7 261.3  $\Delta$  NA Opr 1400-0600Z ++ exc hol.

				<b>DA/ MDA-VIS</b>	<b>HAT/ HATH/</b>	<b>CEIL-VIS</b>
	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>HAA</b>		
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1½	451	(500-1½)
CIR	All Rwy		D	780-1½	451	(500-1½)
			AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

**SHREVEPORT, LA**

Amdt. 3A, JUL 31, 2000 (FAA)

**ELEV 258**

SHREVEPORT RGNL

RADAR - 119.9 335.55  $\Delta$ 

				<b>DA/ MDA-VIS</b>	<b>HAT/ HATH/</b>	<b>CEIL-VIS</b>
	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>HAA</b>		
	CIRCLING		AB	800-1	542	(600-1)
			C	800-1½	542	(600-1½)
			D	820-2	562	(600-2)
			E	1100-3	842	(900-3)

## RADAR INSTRUMENT APPROACH MINIMUMS

## INSTRUMENT APPROACH PROCEDURE CHARTS

## T IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

**ALL USERS:** Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

**CIVIL USERS NOTE:** Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

**MILITARY USERS NOTE:** Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS
<b>ABERDEEN/AMORY, MS</b>	

## MONROE COUNTY

**NOTE:** **Rwy 18**, pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36**, trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

**ALEXANDRIA, LA**

## ALEXANDRIA INTL

**NOTE:** **Rwy 18**, multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32**, multiple trees beginning 1537' from departure end of runway, 662' right of centerline, up to 80' AGL/162' MSL.

**Rwy 36**, multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME	TAKE-OFF MINIMUMS
<b>ALEXANDRIA, LA (CON'T)</b>	

ESLER RGNL (ESF)  
AMDT 2 10098 (FAA)

**NOTE:** **Rwy 9**, multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL. Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL. **Rwy 14**, trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL. Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL. Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL. **Rwy 27**, light 38' from DER, 148' right of centerline, 8' AGL/98' MSL. Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL. Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL. **Rwy 32**, rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL. Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL. Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL. Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

**BASTROP, LA**

## MOREHOUSE MEMORIAL

**NOTE:** **Rwy 34**, powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

10266

**BATESVILLE, MS**

PANOLA COUNTY

**TAKE-OFF MINIMUMS:** **Rwy 1**, 300-1½ or std. w/min. climb of 259' per NM to 500. **Rwy 19**, 200-1½ or std. w/min. climb of 370' per NM to 500.

**DEPARTURE PROCEDURE:** **Rwy 1**, climb heading 008° to 800 before turning left. **Rwy 19**, climb heading 188° to 1000 before turning right.

**NOTE:** **Rwy 1**, multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19**, pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

**BATON ROUGE, LA**

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

AMDT 1 10154 (FAA)

**TAKE-OFF MINIMUMS:** **Rwy 22R**, 300-2½ or std. w/min. climb of 229' per NM to 500.

**DEPARTURE PROCEDURE:** **Rwy 22L**, climb heading 220° to 2000 before proceeding on course. **Rwy 22R**, climb heading 220° to 2000 before proceeding on course.

**NOTE:** **Rwy 4L**, vehicles on roadway 210' from DER, 482' right of centerline, 15' AGL/79' MSL. Poles 631' from DER, 469' left of centerline, 23' AGL/92' MSL. Trees beginning 1180' from DER, 153' left of centerline, up to 75' AGL/144' MSL. Trees beginning 1380' from DER, 7' right of centerline, up to 79' AGL/148' MSL.

Transmission tower 2516' from DER, 897' left of centerline, 80' AGL/149' MSL. **Rwy 4R**, vehicles on roadway 5' from DER, 392' right of centerline, up to 15' AGL/84' MSL. Trees beginning 207' from DER, 128' right of centerline, up to 85' AGL/153' MSL. **Rwy 13**, pole 300' from DER, 549' left of centerline, 22' AGL/91' MSL. Vehicles on roadway 342' from DER, left and right of centerline, up to 15' AGL/84' MSL. Antenna on building 479' from DER, 247' right of centerline, 22' AGL/91' MSL. Sign 968' from DER, 741' right of centerline, 31' AGL/100' MSL. Trees beginning 1395' from DER, 114' left of centerline, up to 97' AGL/166' MSL. Trees beginning 1807' from DER, 203' right of centerline, up to 95' AGL/164' MSL. **Rwy 22L**, trees beginning 2140' from DER, 52' left of centerline, up to 90' AGL/156' MSL. Tree 2371' from DER, 60' right of centerline, 69' AGL/135' MSL. Sign 3507' from DER, 284' left of centerline, 77' AGL/163' MSL. **Rwy 22R**, poles beginning 431' from DER, 81' right of centerline, up to 55' AGL/120' MSL. Building 503' from DER, 481' right of centerline, 14' AGL/79' MSL. Poles beginning 1063' from DER, 77' left of centerline, up to 93' AGL/158' MSL. Trees beginning 1210' from DER, 352' left of centerline, up to 103' AGL/168' MSL. Trees beginning 444' from DER, 108' right of centerline, up to 89' AGL/154' MSL. Stacks beginning 9852' from DER, 2390' left of centerline, up to 311' AGL/366' MSL. **Rwy 31**, fence 191' from DER, 468' right of centerline, 7' AGL/73' MSL. Trees beginning 814' from DER, 120' right of centerline, up to 37' AGL/103' MSL. Trees beginning 1076' from DER, 310' left of centerline, up to 70' AGL/136' MSL. Poles 1353' from DER, 287' right of centerline, up to 57' AGL/123' MSL. Tank 1862' from DER, 868' right of centerline, 53' AGL/119' MSL. Poles beginning 2507' from DER, 274' left of centerline, up to 76' AGL/142' MSL.

**NOTE: CAUTION.** Unmarked balloon and cable to 15000 in R-3807. **Rwy 4L**, 209°/51.4 NM. **Rwy 4R**, 209°/51.2 NM. **Rwy 13**, 209°/50.7 NM. **Rwy 22L**, 209°/50.6 NM. **Rwy 22R**, 209°/50.3 NM. **Rwy 31**, 208°/50.9 NM.

23 SEP 2010 to 21 OCT 2010

10266

**BOGALUSA, LA**

GEORGE R. CARR MEMORIAL AIR FIELD  
(BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36**, trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

**BOONEVILLE/BALDWYN, MS**

BOONEVILLE/BALDWYN

NOTE: **Rwy 15**, trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33**, road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

**BROOKHAVEN, MS**

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22**, 500-1.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 900 before turning.

**BUNKIE, LA**

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18**, trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

**CLARKSDALE, MS**

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36**, trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

**CLEVELAND, MS**

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26, NA**.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600 before turning.

**COLUMBIA, MS**

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31, NA**-obstacles.  
DEPARTURE PROCEDURE: **Rwy 23**, climb heading 234° to 800 before turning left.

NOTE: **Rwy 5**, trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23**, vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

**COLUMBUS, MS**

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36**, 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 600 before turning.

**COLUMBUS AFB (KCBM)**

COLUMBUS, MS.....10266

**Rwy 13R/31L**: Cross DER at least 35' AGL.

DEPARTURE PROCEDURE: **Rwy 13C**, Standard with minimum climb of 220 ft/NM to 700 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway. **Rwy 31C**, Standard with minimum climb of 240 ft/NM to 600 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway. **Rwy 13L**, Standard with minimum climb of 220 ft/NM to 700 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway. **Rwy 31R**, Standard with minimum climb of 240 ft/NM to 600 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway.

TAKE-OFF OBSTACLES: **Rwy 13C**, Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline.

**Rwy 13R**, Ramp lights 272' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31C**, Trees 251' MSL/74' AGL 2340' from DER, 942' right of centerline.

Trees 251' MSL/74' AGL 2250' from DER, 770' right of centerline. Pylon 348' MSL/157' AGL 1.2 NM from DER, 1104' right of centerline. Pylon 334' MSL/157' AGL 1.0 NM from DER, 2550' right of centerline. **Rwy 31L**,

Taxing aircraft 205' MSL/14' AGL 556' from DER, 281' right of centerline. Taxiing aircraft 204' MSL/14' AGL 554' from DER, 156' left of centerline. Pylon 348' MSL/157' AGL 1.3 NM from DER, 2617' right of centerline.

**Rwy 31R**, Taxiing aircraft 197' MSL/14' AGL 80' from DER 472' left of centerline. Trees 251' MSL/74' AGL 2122' from DER, 1104' right of centerline. Pylon 341' MSL/157' AGL 1.2 NM from DER, 1560' right of centerline. Pylon 341' MSL/157' AGL 1.1 NM from DER, 2197' right of centerline.

10266

**COLUMBUS/WESTPOINT/STARKVILLE,  
MS****GOLDEN TRIANGLE RGNL**

NOTE: **Rwy 18**, tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36**, tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

**CORINTH, MS****ROSCOE TURNER (CRX)**

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36**, Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

**DERIDDER, LA****BEAUREGARD RGNL (DRI)**

AMDT 4 09127 (FAA)

NOTE: **Rwy 14**, trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18**, multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32**, multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36**, pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

**DREW, MS****RULEVILLE-DREW (M37)**

ORIG 10070 (FAA)

NOTE: **Rwy 18**, trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL. **Rwy 36**, trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

**EUNICE, LA****EUNICE**

TAKE-OFF MINIMUMS: **Rwy 16**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16**, 133°/56.1 NM. **Rwy 34**, 132°/55.4 NM.

**GALLIANO, LA**

SOUTH LAFOURCHE LEONARD MILLER JR  
(GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36**, tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

**GONZALES, LA****LOUISIANA RGNL**

TAKE-OFF MINIMUMS: **Rwy 35**, 400-2 or std. with a min. climb of 220' per NM to 400.

**GREENVILLE, MS****MID DELTA RGNL**

DEPARTURE PROCEDURE: **Rwys 18L,18R**, climb runway heading to 800 before turning.

NOTE: **Rwy 27**, 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

**GREENWOOD, MS****GREENWOOD-LE FLORE**

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1 or std. with a min. climb of 270' per NM to 400.

**GRENADA, MS****GRENADA MUNI**

DEPARTURE PROCEDURE: **Rwys 4,31**, climb to 700 before turning on course. **Rwys 13,22**, climb to 800 before turning on course.

**GULFPORT, MS****GULFPORT-BILOXI INTL (GPT)**

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14**, tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18**, trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32**, trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL.

**Rwy 36**, trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

10266

**HAMMOND, LA**

HAMMOND NORTHSORE RGNL (HDC)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 312° to 700 before turning left.

NOTE: **Rwy 13**, trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL. Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL. **Rwy 18**, antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL. Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL. Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL. Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL. **Rwy 31**, trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL. Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL.

**Rwy 36**, tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL. Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

**HATTIESBURG, MS**

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 309° to 900 before turning west.

NOTE: **Rwy 13**, numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31**, numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

**HATTIESBURG/LAUREL, MS**

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning east.

NOTE: **Rwy 36**, 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

**HOLLY SPRINGS, MS**

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 800 before turning left.

**HOMER, LA**

HOMER MUNI (5F4)

ORIG 08157 (FAA)

NOTE: **Rwy 12**, road and vehicle 69' from departure end of runway, 280' left of centerline, 15 AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30**, trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

**HOUMA, LA**

HOUMA-TERREBONNE (HUM)

AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12**, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18**, trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30**, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36**, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

**INDIANOLA, MS**

INDIANOLA MUNI (IDL)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1800 before turning East. **Rwy 36**, climb heading 360° to 800 before turning East.

NOTE: **Rwy 18**, trees beginning 383' from DER, 75' left of centerline, up to 81' AGL/201' MSL. Trees beginning 385' from DER, 165' right of centerline, up to 90' AGL/210' MSL. **Rwy 36**, fence 37' from DER, 400' left of centerline, 6' AGL/129' MSL. Trees beginning 898' from DER, 684' right of centerline, up to 100' AGL/224' MSL. Trees beginning 1086' from DER, 576' left of centerline, up to 100' AGL/224' MSL.

**JACKSON, MS**

HAWKINS FIELD (HKS)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1 1/4 or std. w/min. climb of 230' per NM to 600. Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800 prior to DER.

DEPARTURE PROCEDURE: **Rwy 11**, climb heading 115° to 900 before proceeding on course. **Rwy 16**, climb heading 159° to 1400 before turning right. **Rwy 29**, climb heading 295° to 1400 before turning left. **Rwy 34**, climb heading 339° to 900 before proceeding on course.

NOTE: **Rwy 11**, trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL. Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/406' MSL. Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL. **Rwy 16**, trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL. Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL. **Rwy 29**, hangar, 481' from DER, 357' right of centerline, 13' AGL/332' MSL. Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL. Antenna on hanger, 1065' from DER, 595' right of centerline, 40' AGL/362' MSL. Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL. **Rwy 34**, terrain 50' from DER, 316' right of centerline, 345' MSL. Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.

10266

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10266

## JACKSON, MS (CON'T)

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R**, 300-1 or std. with a min. climb of 280' per NM to 700.

## JENNINGS, LA

JENNINGS (3R7)

AMDT 2A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 393' per NM to 300. **Rwys 17,35**, NA.

NOTE: **Rwy 8**, multiple poles 1080' from DER, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13**, trees beginning 690' from DER, 262' left of centerline, up to 116' AGL/141' MSL. Tank 3428' from DER, 1072' left of centerline, 156' AGL/181' MSL. Water tower, 3492' from DER, 1089' left of centerline, 172' AGL/197' MSL. Transmission line and trees beginning 766' from DER, 622' right of centerline, up to 96' AGL/119' MSL. **Rwy 26**, trees 1080' from DER, 45' AGL/55' MSL. **Rwy 31**, fence 140' from DER, 15' AGL/32' MSL.

## KEESLER AFB (KBIX)

BILOXI, MS . . . . . 09211

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21**: Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL. Terrain 6' from DER, 500' left of centerline 23' MSL.

## KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14**, trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from departure end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32**, trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

## LAFAYETTE, LA

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION**: Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L**, 141/29 NM, **Rwy 4R**, 140/28.8 NM, **Rwy 11**, 141/29.5 NM, **Rwy 22L**, 143/29.2 NM, **Rwy 22R**, 142/29.2 NM, **Rwy 29**, 142/28.8 NM.

NOTE: **Rwy 4L**, fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL. Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R**, multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11**, multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL.

**Rwy 22L**, multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R**, tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to 103' AGL/142' MSL. **Rwy 29**, multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

## LAKE CHARLES, LA

CHENNAULT INTL (CWF)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 $\frac{1}{4}$  or std. w/ min. climb of 205' per NM to 300. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.

NOTE: **Rwy 15**, trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL. Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL. **Rwy 33**, tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL. Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL. Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.

## LAKE PROVIDENCE, LA

BYERLEY

NOTE: **Rwy 17**, tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

## LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 500 before turning.

**LEXINGTON, MS**

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19**, climb runway heading to 1000 before turning.

**LOUISVILLE, MS**

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2½ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17**, tower 1.7 NM from departure end of runway, 2209' left of centerline, 410' AGL/950' MSL.

**MADISON, MS**

BRUCE CAMPBELL FIELD (MBO)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-2 or std. w/ min. climb of 267' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.

NOTE: **Rwy 17**, trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL. **Rwy 35**, house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL. Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

**MANY, LA**

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30**, trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

**MARKS, MS**

SELS

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 700 before turning right.

**MCCOMB, MS**

MCCOMB/PIKE COUNTY/JOHN E. LEWIS

FIELD (MCB)

ORIG 09183 (FAA)

NOTE: **Rwy 15**, trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33**, tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

**MERIDIAN, MS**

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22**, 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1**, antenna, venton tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4**, stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19**, antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22**, numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

**MERIDIAN NAS (MC CAIN FIELD)  
(KNMM)**

MERIDIAN, MS ..... 09295

**Rwy 1R**, 600-1½\***Rwy 19R**, 600-2\*\*

\* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.

\*\* Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R**: Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L**: Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R**: Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10**: Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

10266

**MONROE, LA**

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 22° to 900 before turning west. **Rwy 32**, climb via heading 317° to 900 before turning west. **Rwy 36**, climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4**, tree 353' from departure end of runway, 1136' left of centerline, 98 AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14**, tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18**, tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22**, sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32**, tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36**, antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from departure end of runway, 129' right of centerline, 68' AGL/151' MSL.

**NATCHEZ, MS**

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ORIG 07354 (FAA)

NOTE: **Rwy 13**, multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18**, multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31**, multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36**, multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

**NATCHITOCHES, LA**

NATCHITOCHES RGNL (IER)

AMDT 6 090701 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 1/4% std. with a min. climb of 336' per NM to 600.

NOTE: **Rwy 17**, building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25**, tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35**, light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

**NEW ALBANY, MS**

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/min. climb of 245' per NM to 900, or 500-2 1/4% w/min. climb of 207' per NM to 1000, or alternatively, w/std. takeoff minimums and a normal 200'NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36**, multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

**NEW IBERIA, LA**

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16**, 138/17.2 NM. **Rwy 34**, 136/17.2 NM.

NOTE: **Rwy 16**, trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

**NEW ORLEANS, LA**

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R**, climb to 1500 before turning left or comply with RADAR vectors.

**Rwy 9**, climb to 1500 before turning right, or comply with RADAR vectors.

10266

10266

**NEW ORLEANS, LA (CON'T)**

LOUIS ARMSTRONG NEW ORLEANS INTL

**NOTE:** **Rwy 1**, multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45' AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6**, multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10**, obstruction light 623' from departure end of runway, 620' right of centerline, 21' AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginning 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19**, vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24**, obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28**, tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

**NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD)(KNBG)**

NEW ORLEANS, LA . . . . . 09239

**DEPARTURE PROCEDURE:** **Rwy 4**, Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22**, Diverse departures authorized 044° CW 314°. **Rwy 32**, Diverse departures authorized 140° CW 320° left turn to departure heading only.

**TAKE-OFF OBSTACLES:** **Rwy 4:** Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14:** Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32:** Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

**NEW ROADS, LA**

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

**NOTE:** **Rwy 36**, fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18**, road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

**OAKDALE, LA**

ALLEN PARISH

**NOTE:** **Rwy 18**, trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36**, trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

**OKOLONA, MS**

OKOLONA MUNI-RICHARD STOVALL FIELD

**DEPARTURE PROCEDURE:** **Rwys 18, 36**, climb runway heading to 800 before turning westbound.

**OLIVE BRANCH, MS**

OLIVE BRANCH

**TAKE-OFF MINIMUMS:** **Rwy 18**, 400-1 or std. with a min. climb of 350' per NM to 800.

**DEPARTURE PROCEDURE:** **Rwy 18**, climb runway heading to 800 before turning east.

**OPELOUSAS, LA**

ST. LANDRY PARISH-AHART FIELD

**TAKE-OFF MINIMUMS:** **Rwy 18**, 200-1 or std. with a min. climb of 236' per NM to 400.

**NOTE:** **Rwy 18**, tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

**OXFORD, MS**

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 900 before turning.

**PASCAGOULA, MS**

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1½ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17**, multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35**, tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

**PATTERSON, LA**

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION**: unmarked balloon and cable to 15000 in R-3807. **Rwy 6**, 290°/17.6 NM.

**Rwy 24**, 287°/18.2 NM.

NOTE: **Rwy 24**, tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

**PHILADELPHIA, MS**

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18**, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36**, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

**PICAYUNE, MS**

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18**, trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36**, pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

**PRENTISS, MS**

PRENTISS-JEFFERSON DAVIS COUNTY

(M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12**, poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30**, vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

**RAYMOND, MS**

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30**, climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30**, pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

**RAYVILLE, LA**

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27, NA**-Environmental.

NOTE: **Rwy 18**, building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36**, trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

**RESERVE, LA**

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1% or std. w/ min. climb of 230' per NM to 400.DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1400 before turning right.NOTE: **Rwy 17**, Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35**, trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.**RIPLEY, MS**

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1% or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.DEPARTURE PROCEDURE: **Rwy 21**, climb heading 213° to 1100 before turning left.NOTE: **Rwy 3**, multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21**, multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.**SHREVEPORT, LA**

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.**SHREVEPORT RGNL**TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ a min. climb of 233' per NM to 900 or 900-2½% for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.NOTE: **Rwy 5**, multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23**, terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14**, multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.**STARKVILLE, MS**

GEORGE M. BRYAN

NOTE: **Rwy 18**, multiple trees beginning 52' from departure end of runway, 395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36**, windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.**STARKVILLE, MS (CONT)**

OKITIBBEHA (M51)

ORIG 09267 (FAA)

NOTE: **Rwy 13**, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18**, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.**Rwy 36**, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

10266

**SULPHUR, LA****SOUTHLAND FIELD (UXL)**

ORIG 09071 (FAA)

NOTE: **Rwy 15**, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33**, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

**TALLULAH, LA****VICKSBURG TALLULAH RGNL**

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18**, tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

**TUNICA, MS****TUNICA MUNI (UTA)**

AMDT 1 09267 (FAA)

NOTE: **Rwy 17**, trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35**, trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

**VICKSBURG, MS****VICKSBURG MUNI**

TAKE-OFF MINIMUMS: **Rwy 1**, 600-2% or std. w/min. climb of 354' per NM to 900. **Rwy 19**, 300-2 or std. w/a min. climb of 224' per NM to 500, or alternatively, w/std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1**, trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19**, tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

**VIVIAN, LA****VIVIAN (3F4)**

AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1½ or std. w/min. climb of 303' per NM to 600. **Rwy 27**, 300-2 or std. w/min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1900 before turning left. **Rwy 27**, climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9**, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27**, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

**WEST POINT, MS****MCCHAREN FIELD**

TAKE-OFF MINIMUMS: **Rwy 36**, 400-1 ¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36**, railroad track beginning 50' from departure end of runway, on centerline, 23' AGL/232' MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214' MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

**WINNFIELD, LA**

DAVID G. JOYCE (0R5)

ORIG 09351 (FAA)

NOTE: **Rwy 9**, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27**, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

**WINONA, MS****WINONA-MONTGOMERY COUNTY (ONA)**

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2½ or std. w/min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3**, Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21**, Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

10266

**ABERDEEN/AMORY****MONROE CO** (M40) 4 NE UTC-6(-5DT) N33°52.43' W88°29.38'

226 B S2 FUEL 100LL, JET A NOTAM FILE GWO

**RWY 18-36:** H4999X75 (ASPH) S-21 MIRLRWY 18: REIL. VASI(V4L). Trees. **RWY 36:** Tree.**AIRPORT REMARKS:** Attended 1400-2300Z‡. For fuel after hrs call:

662-319-7017/315-4414. Major powerplant repairs avbl. Free phone avbl outside 662-369-4800. Arpt lghts opr 0400-1200Z‡.

REIL Rwy 18 operates intermittently. Check NOTAMS. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18—CTAF. VASI Rwy 18 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (662) 369-3498.**COMMUNICATIONS:** CTAF/UNICOM 122.8(R) **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z‡ Mon-Fri, 1600-2300Z‡ Sun, clsd Sat and holidays. Other times ctc

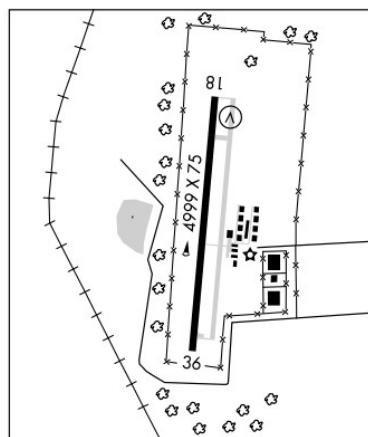
MEMPHIS CENTER APP/DEP CON 127.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 359° 23.3 to fld. 240/04E. HIWAS.

MEMPHIS

L-18H

IAP

**ACKERMAN CHOCTAW CO** (9M4) 3 W UTC-6(-5DT) N33°18.21' W89°13.70'

MEMPHIS

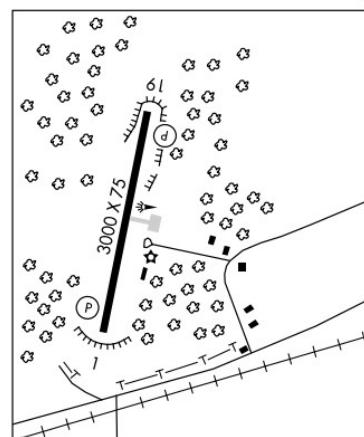
L-18G

552 B NOTAM FILE GWO

**RWY 01-19:** H3000X75(ASPH) S-19.5 MIRL

RWY 01: PAPI(P2L)—GA 3.0° TCH 42'.

RWY 19: PAPI(P2L)—GA 3.0° TCH 34'. Tree.

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 249° 37.5 NM to fld. 240/04E. HIWAS.**ALLEN** N32°24.75' W90°07.17' NOTAM FILE JAN.

MEMPHIS

L-18G

NDB (LOM) 365 JA 157° 6.5 NM to Jackson-Evers Intl. Unmonitored 0500-1200Z‡.

**BATESVILLE****PANOLA CO** (PMU) 4 NE UTC-6(-5DT) N34°21.81' W89°53.57'

MEMPHIS

H-6J, L-18G

IAP

221 B S4 FUEL 100LL, JET A NOTAM FILE GWO

**RWY 01-19:** H5000X75 (ASPH) S-30 MIRL

RWY 01: PAPI(P2L)—GA 4.0° TCH 39'. Thld dsplcd 590'. Trees.

RWY 19: PAPI(P2L)—GA 4.0° TCH 39'. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Self-service on 100LL with credit card. For attendant after hrs call

662-487-2609 or 662-563-5700. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 01-19 lghts OTS indef. PAPI Rwy 01 and Rwy 19 opr dusk to 0400Z‡. After 0400Z‡ ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (662) 563-6267.**COMMUNICATIONS:** CTAF/UNICOM 122.8(R) **MEMPHIS APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 216° 31.3 NM to fld. 630/03E.

ILS/DME 110.35 I-PMU Chan 40(Y) Rwy 19. LOC only.

WAAS CH 56604 W18A	APP CRS 185°	Rwy Idg 4999 TDZE 226 Apt Elev 226
--------------------------	-----------------	--

# RNAV (GPS) RWY 18

ABERDEEN/MONROE COUNTY (M40)

**T** Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F).

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

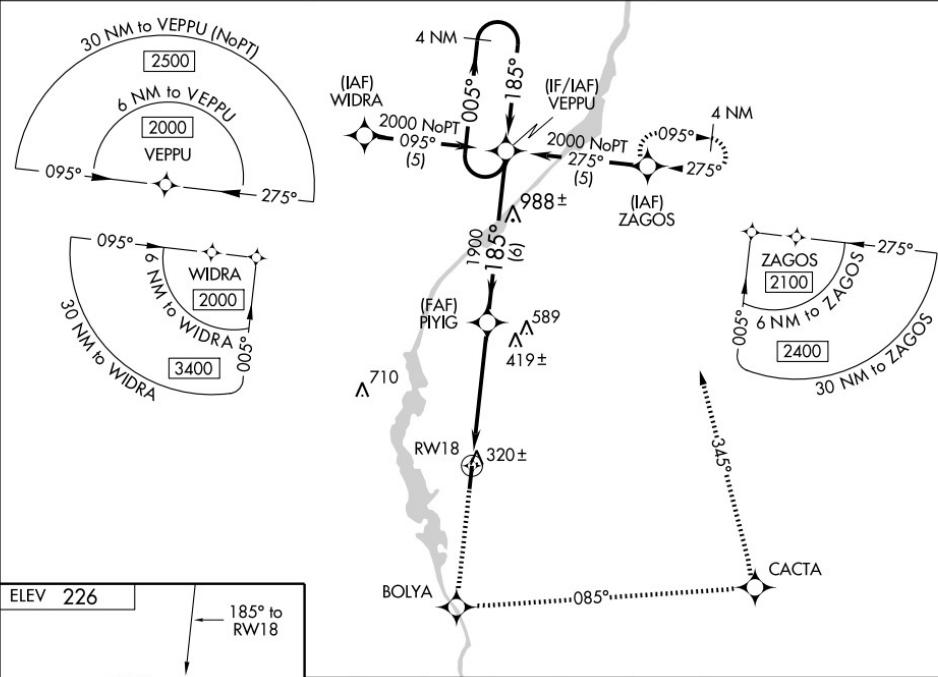
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cat C/D 1/4, and increase LNAV visibility Cat C/D 1/4.

**MISSIED APPROACH:** Climb to 2100 direct BOLYA and left turn via track 085° to CACTA and left turn via track 345° to ZAGOS and hold.

AWOS-3  
**118.475**

COLUMBUS APP CON ★  
**126.075 239.25**

UNICOM  
**122.8 (CTAF)** 0



ELEV 226

185° to RW18

TDZE  
226

81

4999 X 75

36

REIL Rwy 18 0  
MRL Rwy 18-36 0

2100 BOLYA trk 085° CACTA trk 345° ZAGOS VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern

VEPPU 005° → 2000  
PIYIG 185° ← 185° GS 3.00° TCH 40  
RW18 1900 5.1 NM 6 NM

CATEGORY	A	B	C	D
LPV DA		560-1 1/4	334 (400-1 1/4)	
LNAV/ VNAV DA		590-1 1/4	364 (400-1 1/4)	
LNAV MDA	660-1 434 (500-1)		660-1 1/4 434 (500-1 1/4)	660-1 1/2 434 (500-1 1/2)
CIRCLING	720-1 494 (500-1)		720-1 1/2 494 (500-1 1/2)	780-2 554 (600-2)

# RNAV (GPS) RWY 36

ABERDEEN/MONROE COUNTY (M40)

WAAS CH 70414 W36A	APP CRS 005°	Rwy Idg TDZE Apt Elev	4999 226 226
--------------------------	-----------------	-----------------------------	--------------------

**V** Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.  
**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

VDP NA when using Golden Triangle Rgnl altimeter setting.

When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cat 1/4, and increase LNAV visibility Cat C and D 1/4.

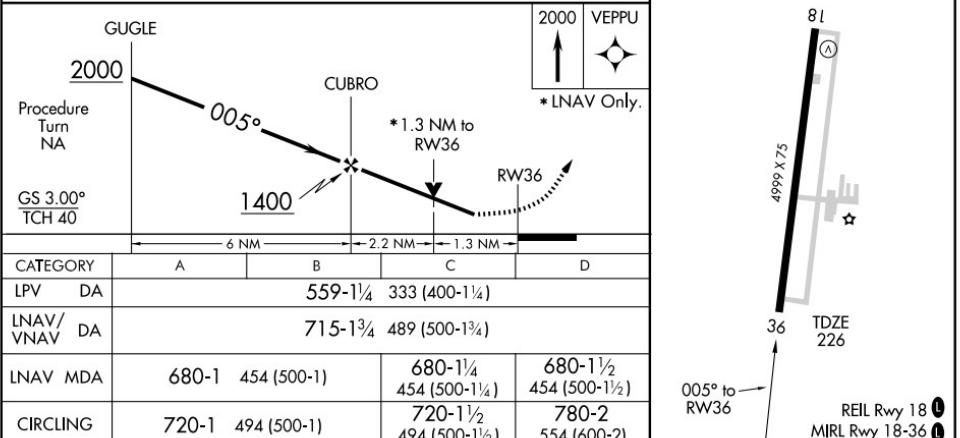
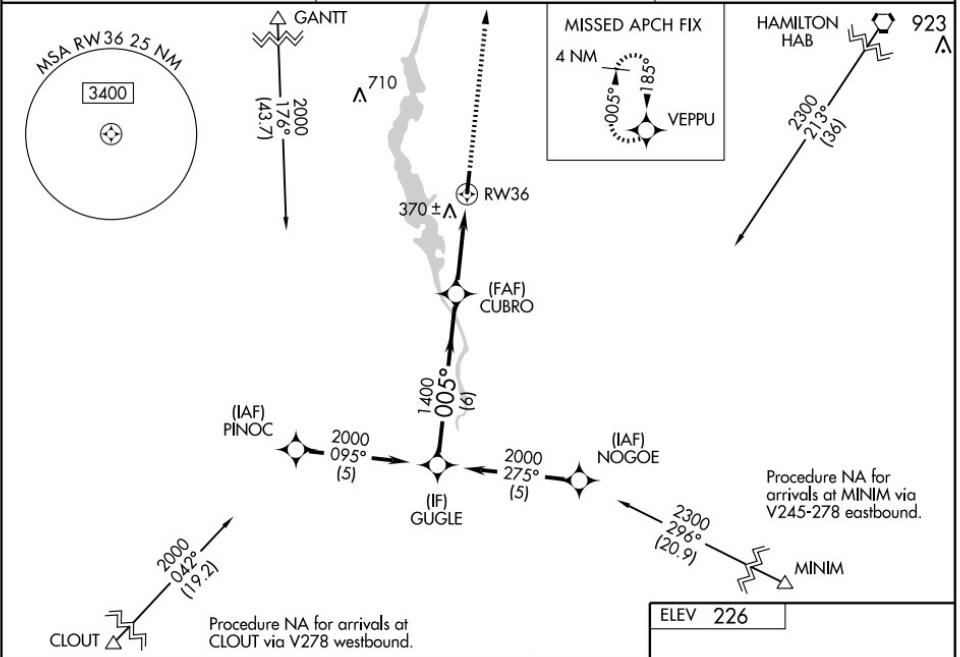
MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

AWOS-3  
118.475

COLUMBUS APP CON \*

126.075 239.25

UNICOM  
122.8 (CTAF) 0





**ABERDEEN/AMORY****MONROE CO** (M40) 4 NE UTC-6(-5DT) N33°52.43' W88°29.38'

226 B S2 FUEL 100LL, JET A NOTAM FILE GWO

**RWY 18-36:** H4999X75 (ASPH) S-21 MIRLRWY 18: REIL. VASI(V4L). Trees. **RWY 36:** Tree.**AIRPORT REMARKS:** Attended 1400-2300Z‡. For fuel after hrs call:

662-319-7017/315-4414. Major powerplant repairs avbl. Free phone avbl outside 662-369-4800. Arpt lghts opr 0400-1200Z‡.

REIL Rwy 18 operates intermittently. Check NOTAMS. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18—CTAF. VASI Rwy 18 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (662) 369-3498.**COMMUNICATIONS:** CTAF/UNICOM 122.8(R) **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z‡ Mon-Fri, 1600-2300Z‡ Sun, clsd Sat and holidays. Other times ctc

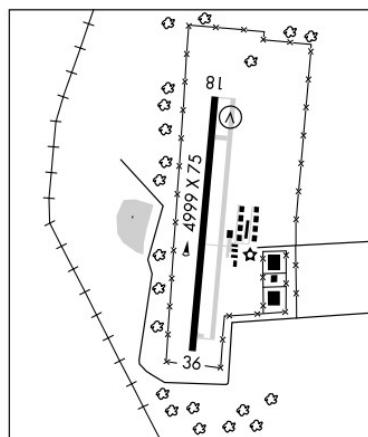
MEMPHIS CENTER APP/DEP CON 127.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 359° 23.3 to fld. 240/04E. HIWAS.

MEMPHIS

L-18H

IAP

**ACKERMAN CHOCTAW CO** (9M4) 3 W UTC-6(-5DT) N33°18.21' W89°13.70'

MEMPHIS

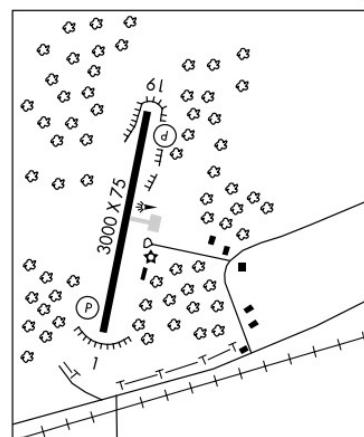
L-18G

552 B NOTAM FILE GWO

**RWY 01-19:** H3000X75(ASPH) S-19.5 MIRL

RWY 01: PAPI(P2L)—GA 3.0° TCH 42'.

RWY 19: PAPI(P2L)—GA 3.0° TCH 34'. Tree.

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 249° 37.5 NM to fld. 240/04E. HIWAS.**ALLEN** N32°24.75' W90°07.17' NOTAM FILE JAN.

MEMPHIS

L-18G

NDB (LOM) 365 JA 157° 6.5 NM to Jackson-Evers Intl. Unmonitored 0500-1200Z‡.

**BATESVILLE****PANOLA CO** (PMU) 4 NE UTC-6(-5DT) N34°21.81' W89°53.57'

MEMPHIS

H-6J, L-18G

IAP

221 B S4 FUEL 100LL, JET A NOTAM FILE GWO

**RWY 01-19:** H5000X75 (ASPH) S-30 MIRL

RWY 01: PAPI(P2L)—GA 4.0° TCH 39'. Thld dsplcd 590'. Trees.

RWY 19: PAPI(P2L)—GA 4.0° TCH 39'. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Self-service on 100LL with credit card. For attendant after hrs call

662-487-2609 or 662-563-5700. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 01-19 lghts OTS indef. PAPI Rwy 01 and Rwy 19 opr dusk to 0400Z‡. After 0400Z‡ ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (662) 563-6267.**COMMUNICATIONS:** CTAF/UNICOM 122.8(R) **MEMPHIS APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 216° 31.3 NM to fld. 630/03E.

ILS/DME 110.35 I-PMU Chan 40(Y) Rwy 19. LOC only.

LOC/DME I-PMU <b>110.35</b> Chan 40(Y)	APP CRS <b>189°</b>	Rwy Idg <b>5000</b> TDZE <b>221</b> Apt Elev <b>221</b>
--	------------------------	--

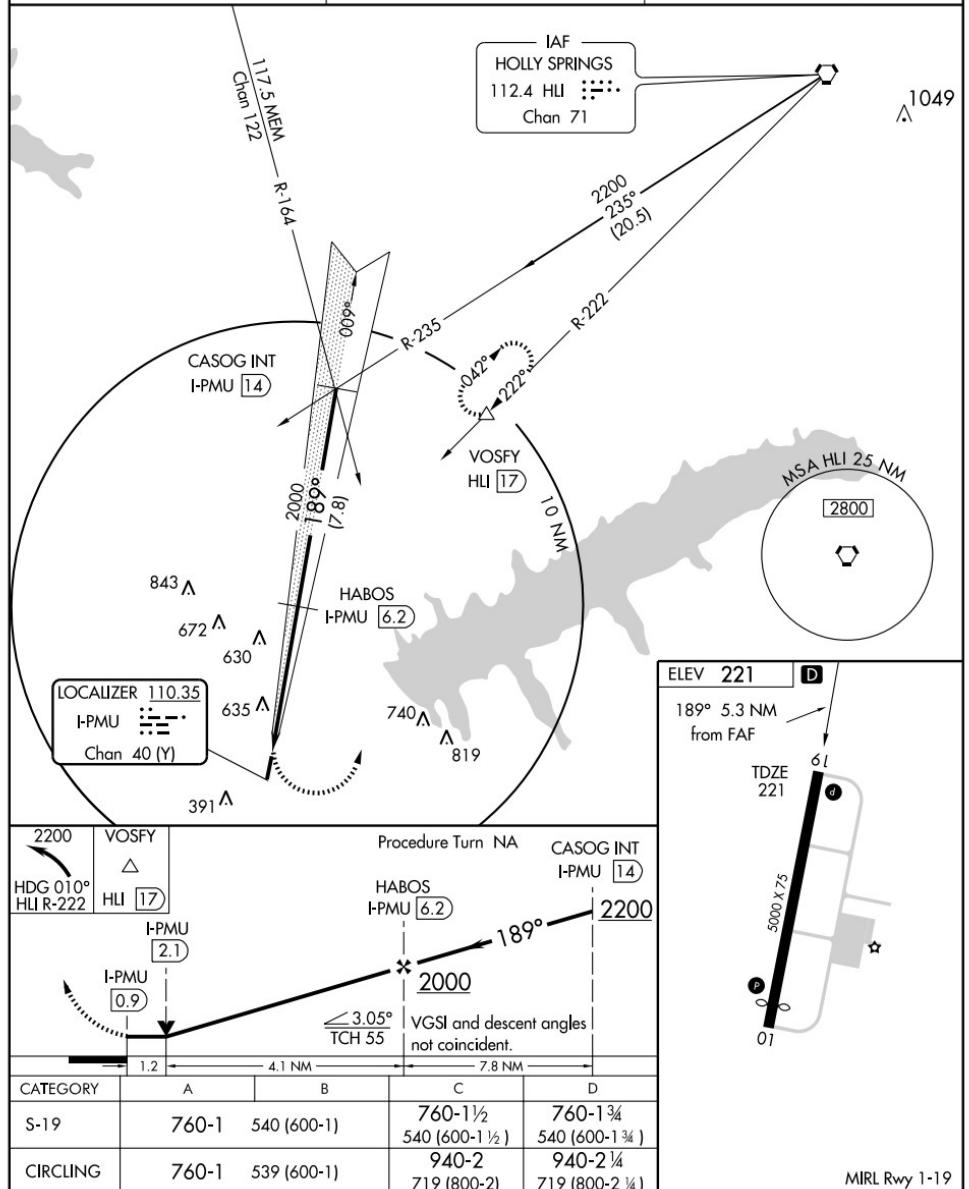
▼ If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet.  
 ▲ NA VDP NA with Oxford altimeter setting.

MISSIED APPROACH: Climbing left turn to 2200 via heading 010° and HLI R-222 to VOSFY/17 DME and hold.

AWOS-3  
**118.225**

MEMPHIS CENTER  
**128.5 381.4**

UNICOM  
**122.8 (CTAF) 0**



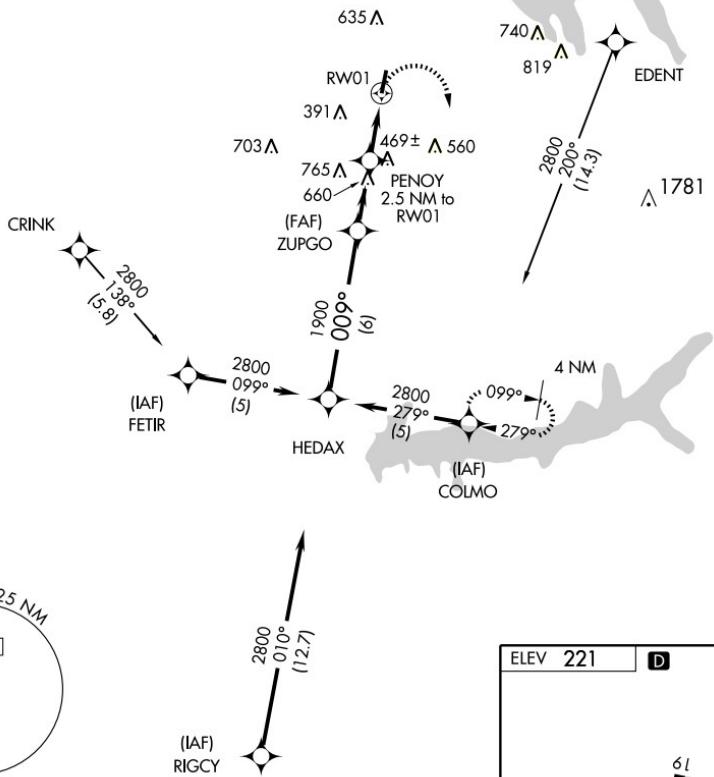
## RNAV (GPS) RWY 1

BATESVILLE/ PANOLA COUNTY (PMU)

APP CRS 009°	Rwy Idg TDZE Apt Elev	4410 219 221
-----------------	-----------------------------	--------------------

▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
 ▲ NA If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

MISSIED APPROACH: Climbing right turn to 2800 direct COLMO WP and hold.

AWOS-3  
118.225MEMPHIS CENTER  
128.5 381.4UNICOM  
122.8 (CTAF) 0

HEDAX VGSI and descent angles not coincident.  
 2800 009°  
 Procedure Turn NA  
 1900  
 ZUPGO  
 PENOY 2.5 NM to RW01  
 1200 3.50° TCH 50

CATEGORY

A

B

C

ELEV 221

D

LNAV MDA

720-1 501 (500-1)

720-1½ 501 (500-1½)

CIRCLING

740-1 519 (600-1)

1000-2½ 779 (800-2½)

## RNAV (GPS) RWY 19

BATESVILLE/ PANOLA COUNTY (PMU)

APP CRS

189°

Rwy Idg

5000

TDZE

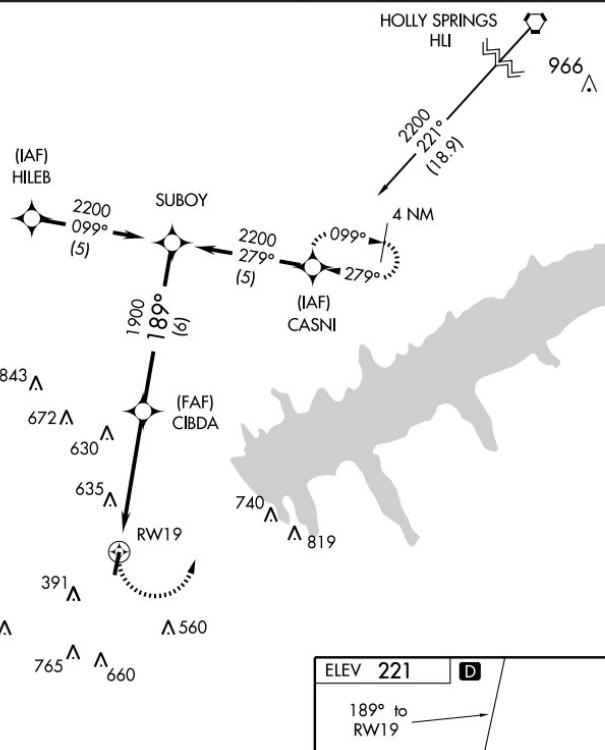
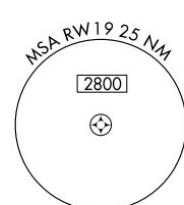
219

Apt Elev

221

**T** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting. Procedure NA at night.

MISSSED APPROACH: Climbing left turn to 2200 direct to CASNI WP and hold.

AWOS-3  
118.225MEMPHIS CENTER  
128.5 381.4UNICOM  
122.8 (CTAF) 0

ELEV 221	D
----------	---

189° to  
RW19TDZE  
219

61

5000 X 75

01

MIRL Rwy 1-19

CATEGORY	A	B	C	D
LNAV MDA	940-1	721 (800-1)	940-2 721 (800-2)	940-2 1/4 721 (800-2 1/4)
CIRCLING	940-1	719 (800-1)	1000-2 1/4 779 (800-2 1/4)	1000-2 1/2 779 (800-2 1/2)

**BAYOU** N30°29.13' W89°09.73' NOTAM FILE GPT.  
NDB (LOM) 360 GP 132° 6.7 NM to Gulfport-Biloxi Intl.

NEW ORLEANS  
L-21C, 22G

## BAY ST LOUIS

**STENNIS INTL** (HSA) 8 NW UTC-6(-5DT) N30°22.07' W89°27.28'

23 B S4 FUEL 100LL JET A Class IV, ARFF Index A. NOTAM FILE HSA  
RWY 18-36: H8497X150 (ASPH-GRVD) S-120, D-170, 2S-175, 2D-270 HIRL

NEW ORLEANS  
H-7E, 8F, L-21B, 22G, 60MC  
IAP

RWY 18: MALS.R. PAPI(P4L)—GA 3.0° TCH 53'. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 55'. Trees.

**AIRPORT REMARKS:** Attended 1230-0130Z‡. For fuel after hrs call 228-463-0404 or 228-467-7070. For major and minor repairs after hrs call 228-467-3222. CLOSED to air carrier ops with more than 30 passenger seats except 48 hr PPR call arpt manager 228-467-7070. Numerous flocks of birds AER 36. Numerous low flying fish spotter acft ops near shoreline between Gulfport and Bay St Louis SR-SS. ACTIVATE HIRL Rwy 18-36, REIL Rwy 36—CTAF. ACTIVATE MALS.R Rwy 18 127.15.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (228) 466-9320. OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

(R) **GULFPORT APP/DEP CON** 124.6 (130°-309°) 127.5 (310°-129°)  
(1200-0500Z‡)

(R) **HOUSTON CENTER APP/DEP CON** 132.6 (0500-1200Z‡)  
TOWER 127.15 (1300-0300Z‡) GND CON 121.725

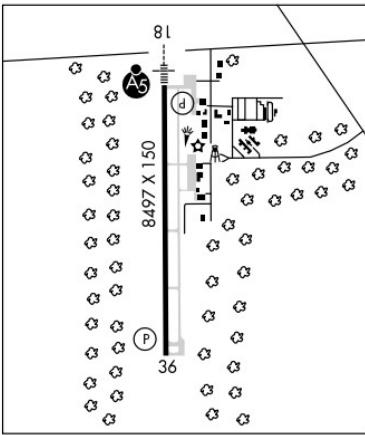
**AIRSPACE:** CLASS D svc 1300-0300Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

**GULFPORT (L) VORTAC** 109.0 GPT Chan 27 N30°24.41'  
W89°04.61' 263° 19.7 NM to fld. 23/02E. HIWAS.

**HANCO NDB (MHW/LOM)** 221 HS N30°27.06' W89°27.32' 179° 5 NM to fld.

ILS 110.35 I-HSA Rwy 18. LOM Hanco NDB.



## BAY SPRINGS

**THIGPEN FLD** (ØØM) 3 SE UTC-6(-5DT) N31°57.23' W89°14.12'

351 B NOTAM FILE GWO

RWY 16-34: H3000X50 (ASPH) S-8 MIRL

RWY 16: Tree. RWY 34: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z‡.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12' W89°20.26' 004° 32.5 NM to fld. 290/05E.

NEW ORLEANS  
L-18G

## BELMONT

**TISHOMINGO CO** (Ø1M) 2 S UTC-6(-5DT) N34°29.50' W88°12.07'

578 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4000X60 (ASPH) S-20 MIRL

RWY 17: Thld dsplcd 500'. Trees.

RWY 35: Thld dsplcd 977'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z‡. For fuel and svc after hrs call 662-454-9989 or 662-424-0846. Rwy 17 dsplcd thld not lighted. BCN lgt does not rotate. ACTIVATE MIRL Rwy 17-35—CTAF.

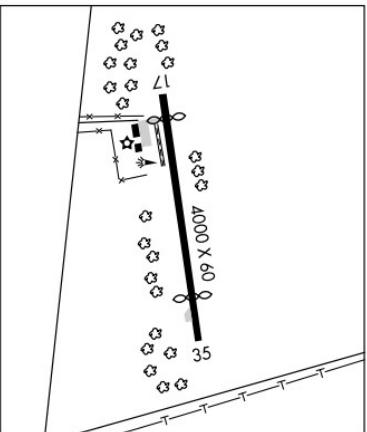
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.71'

W88°00.75' 330° 20.1 NM to fld. 810/02E. HIWAS.

MEMPHIS  
L-18H



**ILS or LOC RWY 18**  
BAY ST. LOUIS/STENNIS INTL (HSA)

BAY ST. LOUIS/STENNIS INTL (HSA)

**A** When local altimeter setting not received, use Gulfport altimeter setting and increase DA to 270 feet and all MDAs 60 feet.

MALSR  
A5

MISSED APPROACH: Climb to 700 then climbing left turn to 1800 direct HS NDB and hold.

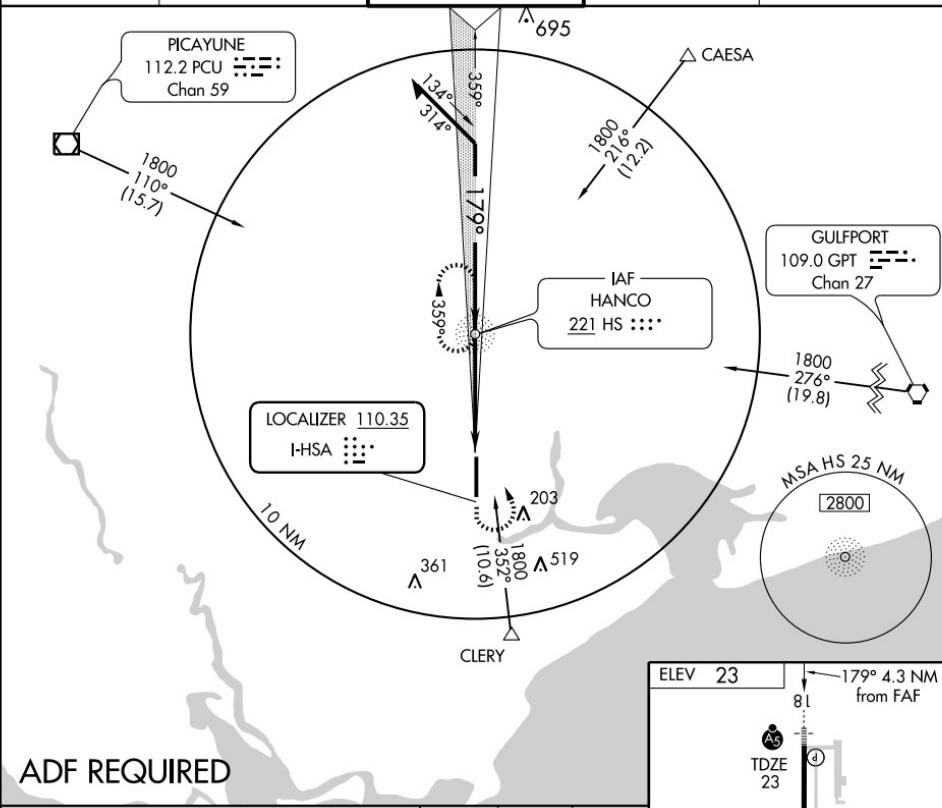
AWOS-3  
118 375

GULFPORT APP CON<sup>1</sup>  
124.6 354.1

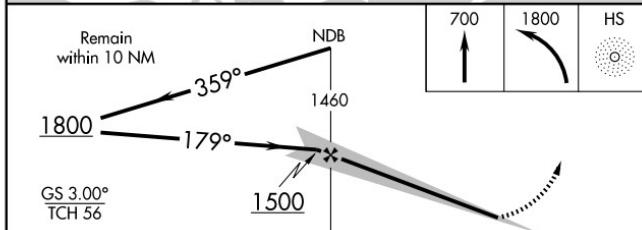
STENNIS TOWER ★  
127 15 AF

GND CON  
121 725

UNICOM  
123 0 (CTAE)



## ADF REQUIRED



CATEGORY	A	B	C	D	REIL Rwy 36  36 HIRL Rwy 18-36					
	223-½	200 (200-½)								
S-LOC 18	460-½	437 (500-½)	460-¾ 437 (500-¾)	460-1 437 (500-1)						
CIRCLING	520-1	497 (500-1)	520-1½ 497 (500-1½)	580-2 557 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:18	2:52	2:09	1:43	1:26

NDB HS  
221APP CRS  
178°Rwy Idg 8497  
TDZE 23  
Apt Elev 23

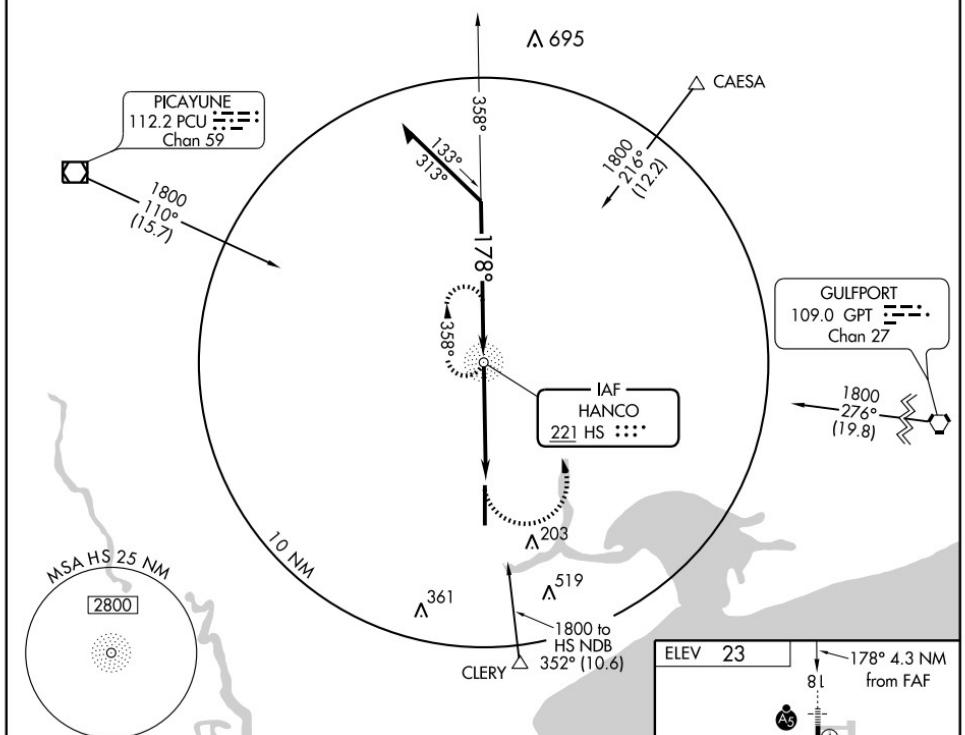
NDB RWY 18

BAY ST. LOUIS / STENNIS INTL (HSA)

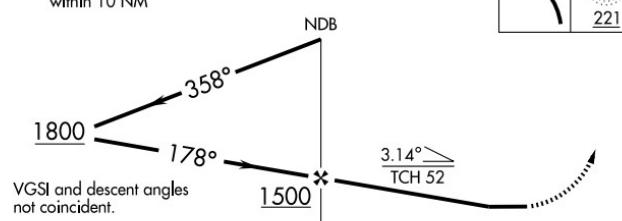
**NA** If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet.

MALS R  
A3

MISSIED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.

AWOS-3  
118.375GULFPORT APP CON\*  
124.6 354.1STENNIS TOWER\*  
127.15 A3GND CON  
121.725UNICOM  
123.0 (CTAF) 0

Remain within 10 NM



CATEGORY	A	B	C	D
S-18	600-¾ 577 (600-¾)		600-1 577 (600-1)	600-1½ 577 (600-1½)
CIRCLING	600-1 577 (600-1)		600-1½ 577 (600-1½)	600-2 577 (600-2)

REIL Rwy 36 L  
HIRL Rwy 18-36 L

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

# **RNAV (GPS) RWY 18**

BAY ST. LOUIS /STENNIS INTL (HSA)

BAY ST. LOUIS /STENNIS INTL (HSA)

APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>8497</b> <b>23</b> <b>23</b>
------------------------	-----------------------------	---------------------------------------

**A** When local altimeter setting not received, use Gulfport altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Gulfport altimeter setting.

ALSR

MISSED APPROACH: Climbing left turn to 2000 direct STENN and hold.

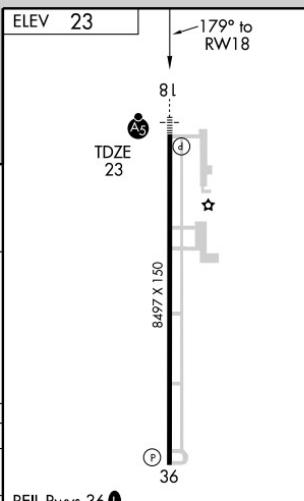
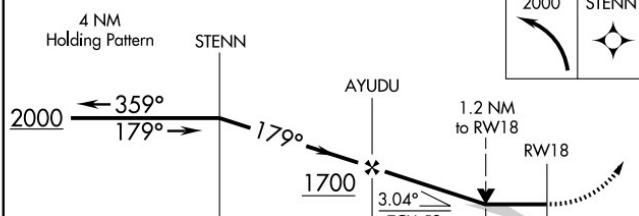
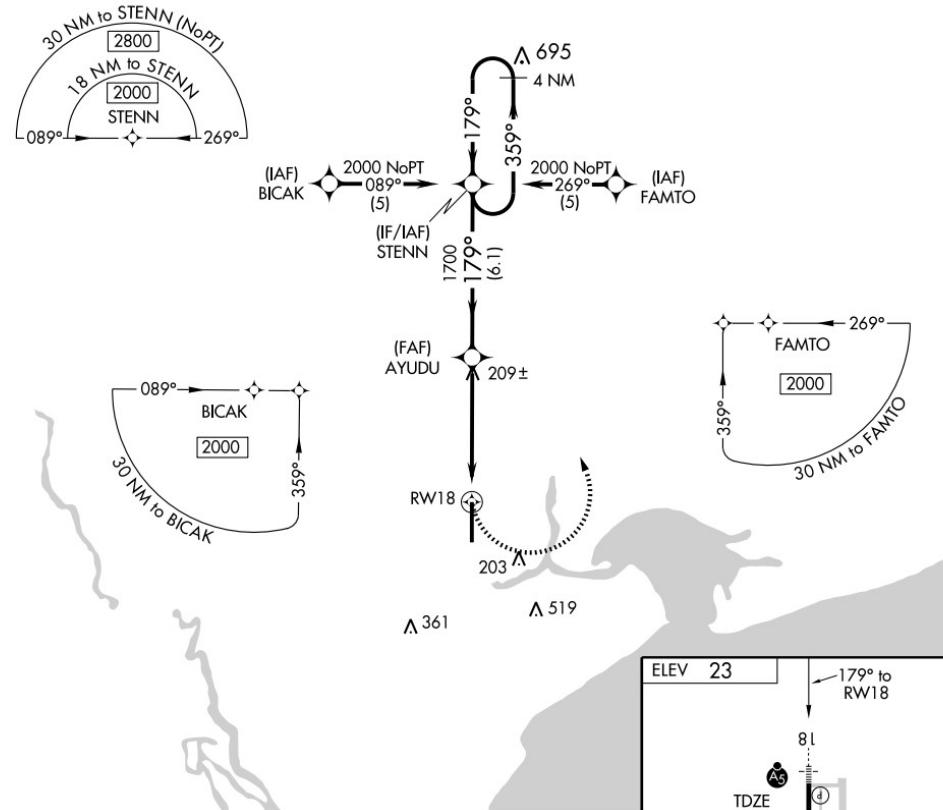
AWOS-3  
118-375

GULFPORT APP CON★  
124.6 354.1

STENNIS TOWER ★  
127-15 AF

END CON  
121-725

UNICOM  
123-0 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	460-1½	437 (500-½)	460-¾ 437 (500-¾)	460-1 437 (500-1)
CIRCLING	520-1	497 (500-1)	520-1½ 497 (500-1½)	580-2 557 (600-2)

HIRL Rwy 18-36 L

WAAS CH 63109 W36A	APP CRS 359°	Rwy Idg 8497 TDZE 14 Apt Elev 23
--------------------------	-----------------	--

# RNAV (GPS) RWY 36

BAY ST. LOUIS/STENNIS INTL (HSA)

**T** Baro-VNAV NA when using Gulfport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 3/78, LNAV/VNAV DA to 409. Increase LPV visibility 1/4 mile. Increase all MDA 60 feet and Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Gulfport altimeter setting.

**MISSSED APPROACH:**  
Climb to 2000 direct STENN and hold.

**A** Increase LPV visibility 1/4 mile. Increase all MDA 60 feet and Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Gulfport altimeter setting.

AWOS-3  
118.375

GULFPORT APP CON★  
124.6 354.1

STENNIS TOWER★  
127.15

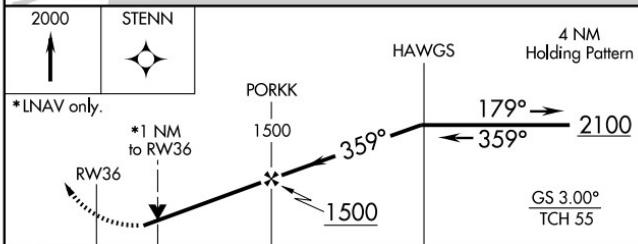
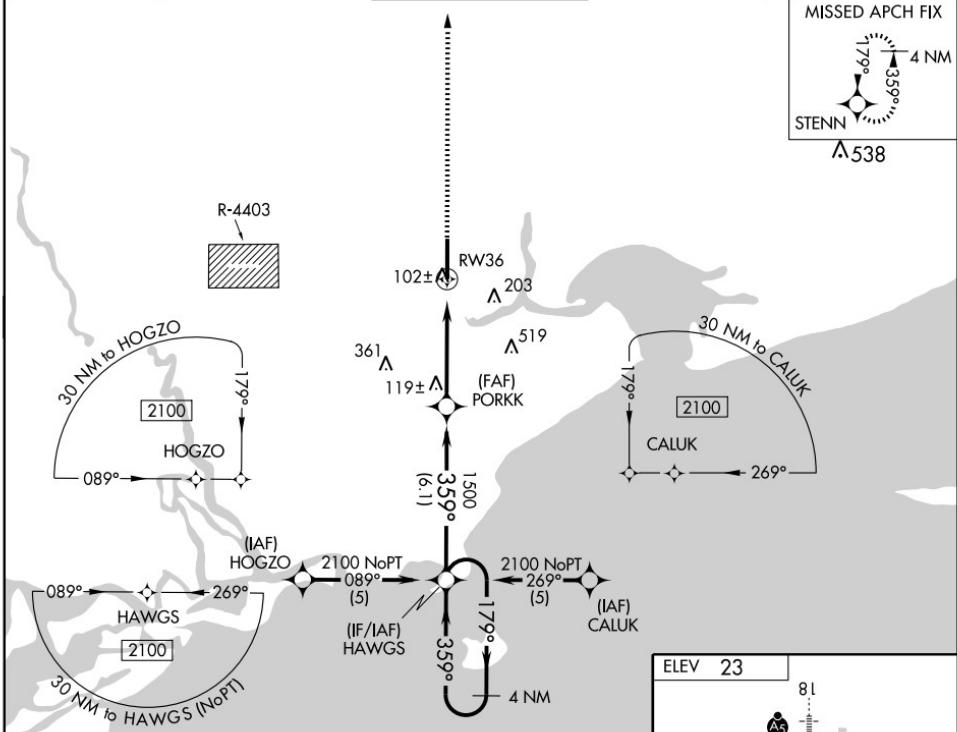
GND CON  
121.725

UNICOM  
123.0 (CTAF) 0

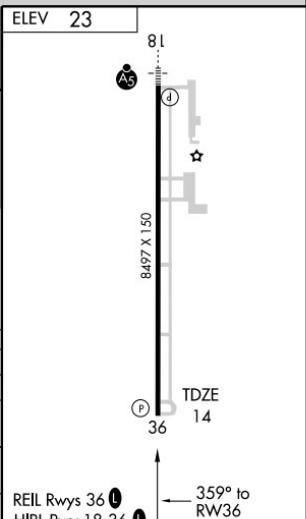
MISSED APCH FIX



△ 538



CATEGORY	A	B	C	D
LPV DA		331-1	317 (400-1)	
LNAV/ VNAV DA		362-1½	348 (400-1½)	
LNAV MDA	380-1	366 (400-1)	380-1½ 366 (400-1½)	
CIRCLING	520-1	497 (500-1)	520-1½ 497 (500-1½)	580-2 557 (600-2)



VORTAC GPT 109.0 Chan 27	APP CRS 261°	Rwy Idg TDZE	N/A N/A	Apt Elev 23
--------------------------------	-----------------	-----------------	------------	----------------

VOR-A

BAY ST. LOUIS/STENNIS INTL (HSA)

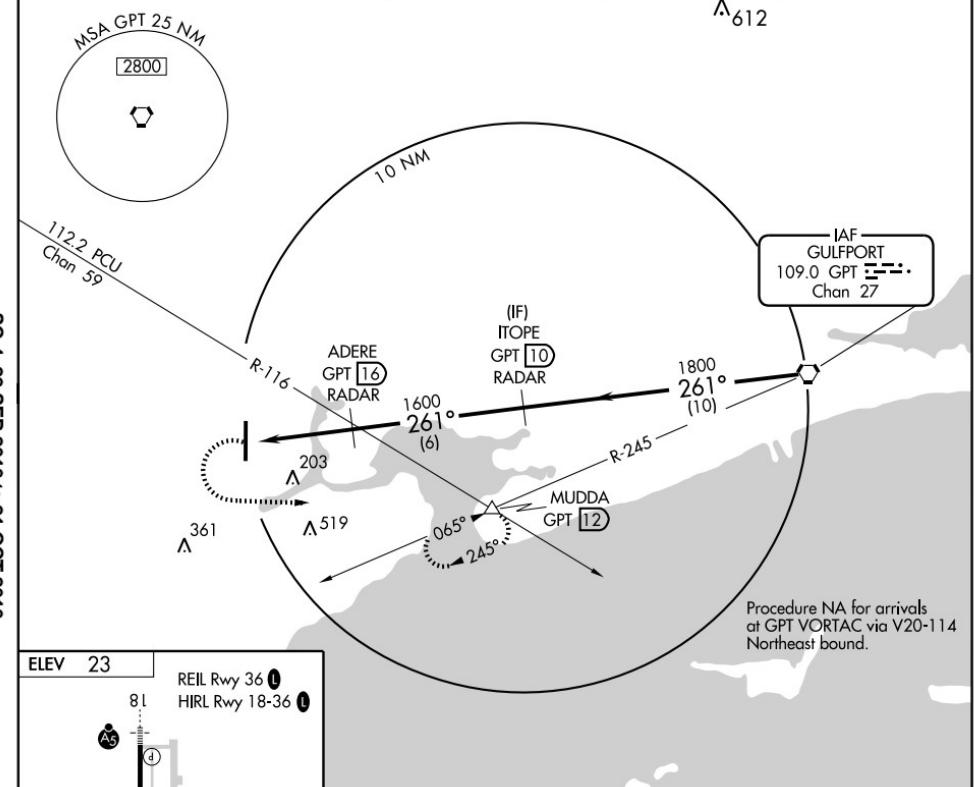
**A** When local altimeter setting not received, use Gulfport altimeter setting and increase all MDA 60 feet.  
DME or radar required.

MISSIED APPROACH: Climbing left turn to 2000 via heading 090° and GPT R-245 to MUDDA Int/GPT 12 DME and hold.

AWOS-3  
118,375GULFPORT APP CON \*  
124.6 354.1STENNIS TOWER \*  
127.15 A5GND CON  
121,725UNICOM  
123.0 (CTAF) 1

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010



ELEV 23

REIL Rwy 36 1 HIRL Rwy 18-36 1

A5

81

4

P

8497x150

36

261° 3.7 NM from FAF

2000

hdg 090°

GPT R-245

MUDDA

△

ITOPe

GPT 10

RADAR

VORTAC

GPT 19.7

261°

1800

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

1800

261°

1600

09239

## AIRPORT DIAGRAM

AFD-49 [USAF]

KEESLER AFB (KBIX)

BILOXI, MISSISSIPPI

ATIS 281.55  
 KEESLER TOWER ★  
 120.75 269.075  
 GND CON  
 121.8 275.8  
 CLNC DEL  
 121.8 275.8



AUGUST 2009  
 ANNUAL RATE OF CHANGE  
 0.1° W

TDZE ELEV  
19

30° 25' N

HOT BRAKES  
 HAZARDOUS  
 CARGO

7630 x 150

E

D

C

B

A

195

★

30° 24' N

TDZE ELEV  
24

0.36.1°

FIELD  
ELEV  
33

HOT BRAKES

+

+

TRANSIENT  
 ALERT  
 BASE OPS  
 CONTROL TOWER  
 FIRE STATION

Rwy 3-21  
 PCN 35 F/B/W/T  
 S, T, ST, TT, TRT, TDT  
 Rwy 3 Idg 6031'  
 Rwy 21 Idg 6630'

88° 56' W

88° 55' W

AIRPORT DIAGRAM

WGS-84 DATUM

BILOXI, MISSISSIPPI

KEESLER AFB (KBIX)

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

**KEESLER AFB** (BIX)(KBIX) AF (AFRC) 0 W UTC-6(-5DT) N30°24.63' W88°55.47' NEW ORLEANS  
 33 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE BIX Not insp. H-7E, 8F, L-21C, 22G, GOMC  
**RWY 03-21:** H7630X150 (PEM) PCN 27 F/B/W/T HIRL 0.3% up SW DIAP, AD  
**RWY 03:** REIL. PAPI(P4L). Thld dsplcd 1599'. RWY 21: ALSF1. PAPI(P4L). Thld dsplcd 1000'. Rgt tfc.

**MILITARY SERVICE:**  
 LGT-NSTD rwy edge and twy lghts, several lghts greater than 200' distance apart on rwy, several missing twy ext lghts. JASU 1(MA-1A) 3(A/M32A-86A) FUEL J8 FLUID SP PRESAIR LPOX LOX OIL 0-148-156  
**TRAN ALERT** Opr Mon-Thu 1400-2200Z‡, Fri 1400-0500Z‡, Sat-Sun 1700-2300Z‡ clsd hol. Unit training assembles Sun 1900-0500Z‡.

**MILITARY REMARKS:** Opr Mon-Fri 1400-0500Z‡, Sat and Sun 1700-2300Z‡ closed holidays. Unit training assembles Sun 1900-0500Z‡. See FLIP AP/1 Supplementary Arpt Remark. RSTD Aircrews ctc GND prior to acft engine start. PPR for all acft ctc Afld management OPS at DSN 579-2120 or C228-377-2120. Pilots will avoid flying over the USAF Medical Center located on the Back Bay 1 NM E of rwy, and the VA Hospital on the Back Bay 1 NM W of rwy. Twy E rstd to small acft. Acft rinse facility (Bird Bath) Twy C avbl to C-130 and larger acft. Outside of published opr hour, coordinate mission essential (EVAC, Storm Tracking and High HQ (JSC) Mission) acft arr/dep with Base OPS when open or Command Post. All C130 or larger must face N on Twy B for maintenance runs or engine run-ups. **CAUTION** Rwy hazard men or equipment opr randomly to include within 100' of rwy daily. Lgtd trees pent 50:1 plane on Rwy 03-21. Lgtd water tower located 1775' rgt of Rwy 03 centerline and 2900' left of Rwy 21 centerline. Glide slope antenna 250' W of centerline and 1050' from apch end Rwy 21. 141' AGL crane 1 NM west of rwy centerline. 190' AGL crane 1 NM west of rwy centerline. 125' crane 1 NM west of rwy centerline. 150' crane 1 NM east of rwy centerline. Bird Alert—Concentration of birds in vicinity of airfield during inclement weather. Large frame and heavy acft will make 180° turns on concrete portion of rwy. Weather forecast: Marina trees hinder wind, low wind speed on Rwy 21 apch when wind direction from 280°-340°. During augmentation/backup, ltd wx obsn to E and visibility marker byd 1 statute mile only avbl in the W to N sector, night flood lght hinder cloud and visibility observation and ceilings frequently 100'-200' lower than observation on Rwy 21 apch from Nov-Mar. Rwy edge lghts past thresholds greater than 10' from full strength pavement. Spot 24/25 (Twy B and Twy F) light-alls used when C-5 or C-17 parked during hrs of darkness and inclement wx. Night vision devices training Tue and Thu 0200-0400Z‡. **TFC PAT TPA**—Overhead 1500(1467), Conventional 1000(967), Helicopter 500(467). Rwy 03 precision instrument apch not avbl.

**MISC** Rwy 03 avbl tkf 6632' from key-hole. Rwy 21 avbl tkf 6034' from key-hole. See US Terminal Low Arpt Sketch for NSTD Rwy 03-21 configuration. Rwy 03 dsplcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete with 37.5' non-weight bearing asph edge each side, and remaining 598X150 is concrete. Rwy 21 dsplcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete with 37.5' non-weight bearing asph edge each side. VIP acft ctc PTD 372.2 15 minutes prior to ldg with firm chock time. During opr hours, LIFEGUARD/MEDEVAC/SAR/MSN essential acft ctc Afld Management OPS DSN 597-2120, C228-377-2120 1 hour prior to arr for proper coordination, during non-opr hours, ctc Command Post DSN 597-4330, C228-377-4330 1 hour prior to req airfield be opened. Hanger space not avbl for severe weather. COMSEC materials are not avbl. Dsplcd thld may be used for tkf and ldg rollout, ctc twr with req to back taxi. Assault Zone marker on rwy. Rwy Surface Condition/Rwy Condition Reading not reported during published afld clsd times. **403 WG AFRC C130/WC130** acft opr weekdays.

**COMMUNICATIONS:** ATIS 281.55 (Mon-Fri 1400-0300Z‡, Sat-Sun 1700-2300Z‡, clsd hol. Unit training assembles Sun 1900-0500Z‡) PTO 372.2

(R) **GULFPORT APP/DEP CON** 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°) (1200-0500Z‡)

(R) **HOUSTON CENTER APP/DEP CON** 132.6 387.05 (0500-1200Z‡)

**TOWER** 120.75 269.075 (Opr Mon-Fri 1400-0500Z‡, Sat and Sun 1700-2300Z‡, clsd hol. Unit Training Assemblies Sun 1900-0500Z‡) GND CON 121.8 275.8 CLNC DEL 121.8 275.8

**403 WG AFRC COMD** 252.8 (Call ACCOUNTANT) PMSV METRO 267.4 Full svc during afld opr hrs, extd as required, clsd holidays. Remote briefing svc avbl from 26 OWS Barksdale AFB, LA, DSN 331-2651, C318-529-2651. Automatic FMQ-19 in use 24 hrs. Augmented/backed up FMQ-19 in use when required during opr hrs and for resource protection. ASOS obsn avbl at DSN 597-0438 or C228-377-0438. **AEROMEDICAL EVAC** 236.6

**AIRSPACE:** CLASS D svc Opr Mon-Fri 1400-0500Z‡, Sat and Sun 1700-2300Z‡ clsd Hol. Unit Training Assemblies Sun 1900-0500Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

**GULFPORT (L) VORTAC** 109.0 GPT Chan 27 N30°24.41' W89°04.61' 086° 7.9 NM to fld. 23/2E. **HIWAS**.

(T) **TACAN** Chan 55 BIX (111.8) N30°24.41' W88°55.80' at fld. 10/1E. NOTAM FILE BIX. Monitored during published opr hours only. No NOTAM MP Wed 1200-1400Z‡ (1000/2+1).

**ILS** 109.7 I-BIX Rwy 21. Monitored during published opr hr only. No NOTAM MP Tue and Thu 1200-1400Z‡ (1000/2+1). Critical area not protected.

**KEWANEE** N32°22.01' W88°27.50' NOTAM FILE GWO.

(L) **VORTAC** 113.8 EWA Chan 85 047° 12.4 NM to Mallard. 300/04E. VORTAC unusable 250°-290° byd 30 NM blo 3000'.

**RCO** 122.1R 113.8T (GREENWOOD RADIO)

MEMPHIS  
L-18H

BILOXI, MISSISSIPPI

## ILS or LOC/DME RWY 21

LOC I-BIX  
109.7APCH CRS  
214°Rwy Idg 6630  
THRE 17  
Aptl Elev 33

AL-49 [USAF]

KEESLER AFB (KBIX)

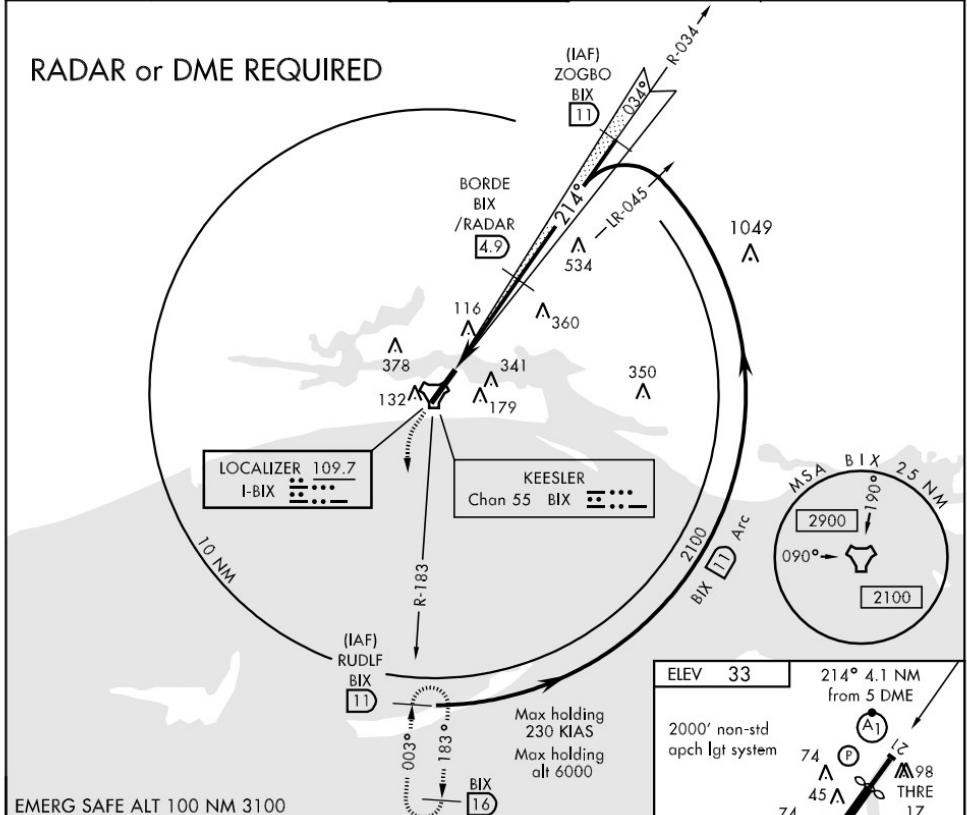
V \* When ALS inop, increase CAT ABCD RVR to 40, vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile,  
 CAT CD vis to  $\frac{1}{2}$  miles.

(A1)

ALSF-1  
MISSIED APPROACH: Climb to 800 heading 214°, upon reaching 800 turn left climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

ATIS  
281.55GULFPORT APP CON  
124.6 354.1 (130°- 309°)  
127.5 254.25 (310°- 129°)KEESLER TOWER★  
120.75 269.075GND CON  
121.8 275.8CLNC DEL  
121.8 275.8

## RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 21*		217/24	200 (200-1/2)	
S-LOC 21**	460/24 443 (500-1/2)		460/45 443 (500-1/2)	
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1 1/4 667 (700-1 1/4)	740-2 1/4 707 (800-2 1/4)

BILOXI, MISSISSIPPI

30°25'N-88°55'W

KEESLER AFB (KBIX)

Amdt 4 10182

ILS or LOC/DME RWY 21

TACAN BIX  
Chan 55APCH CRS  
023°Rwy Idg 6031  
THRE 23  
Arpt Elev 33

AL-49 [USAF]

KEESLER AFB (KBIX)

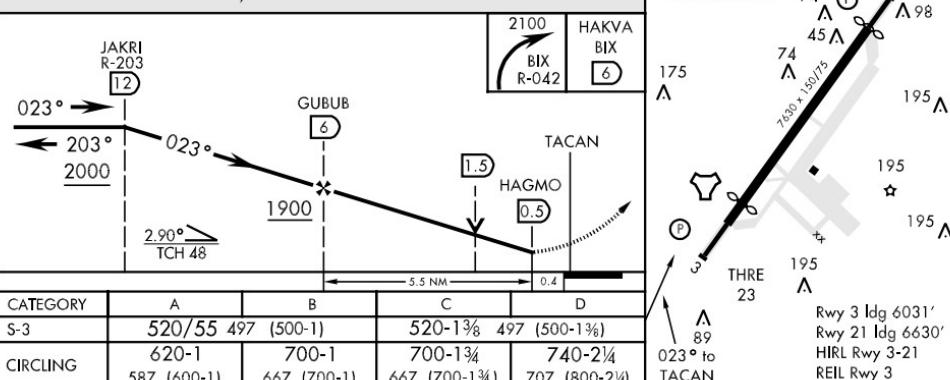
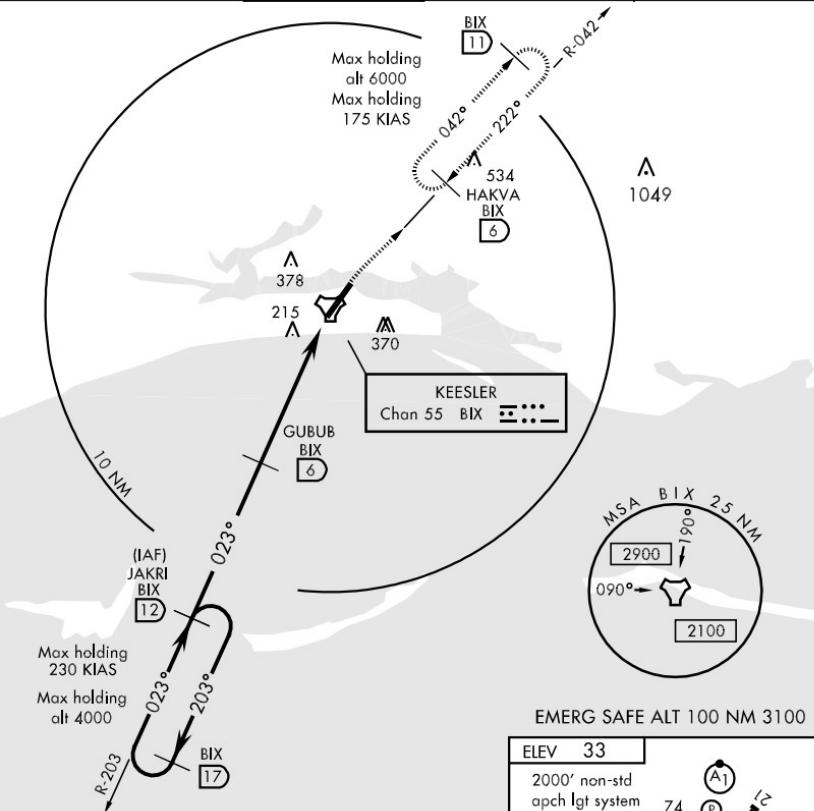


MISSSED APPROACH: Turn right climbing to 2100 direct to HAKVA (BIX TACAN R-042/6 DME) and hold.

ATIS  
281.55GULFPORT APP CON  
124.6 354.1 (130°- 309°)  
127.5 254.25 (310°- 129°)KEESLER TOWER ★  
120.75 269.075GND CON  
121.8 275.8CLNC DEL  
121.8 275.8

SC-4 23 SEP 2010 to 21 OCT 2010

SC-4 23 SEP 2010 to 21 OCT 2010



TACAN BIX  
Chan 55APCH CRS  
219°Rwy Idg 6630  
THRE 17  
Aptl Elev 33

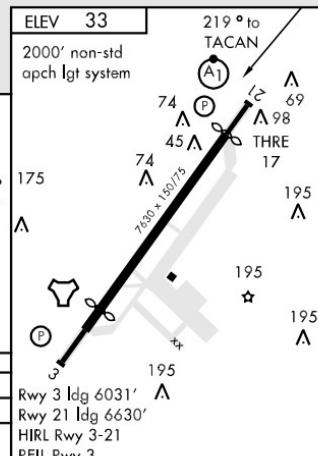
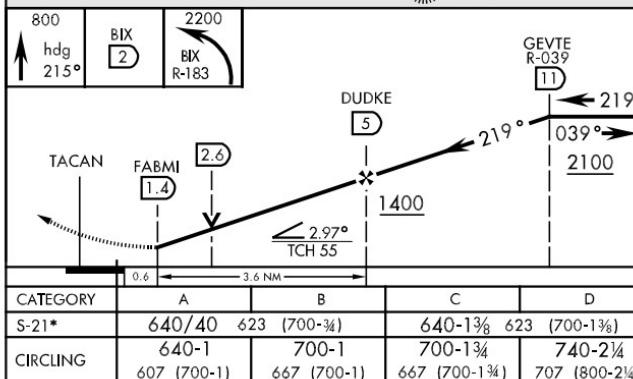
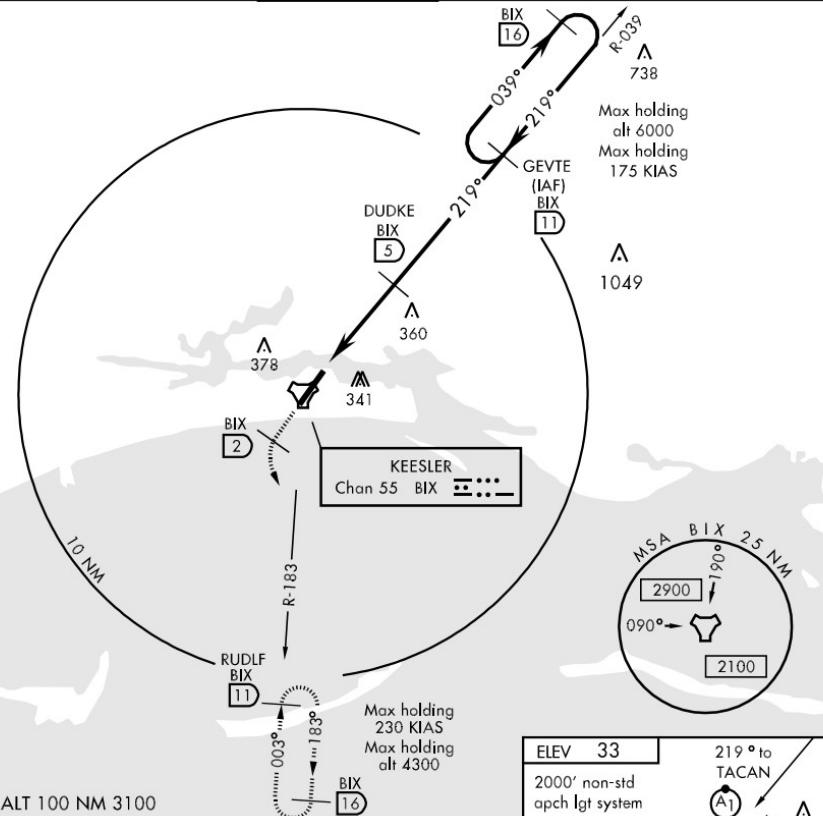
AL-49 [USAF]

KEESLER AFB (KBIX)

▼ \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles.



MISSIED APPROACH: Climb to 800 heading 215° until 2 DME, then left turn climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

ATIS  
281.55GULFPORT APP CON  
124.6 354.1 (130°- 309°)  
127.5 254.25 (310°- 129°)KEESLER TOWER★  
120.75 269.075GND CON  
121.8 275.8CLNC DEL  
121.8 275.8



AL-49 [USAF]

KEESLER AFB (KBIX)

VORTAC GPT <b>109.0</b> Chan 27	APCH CRS <b>264°</b>	Rwy Idg TDZE Arpt Elev	<b>N/A</b> <b>N/A</b> <b>33</b>
---------------------------------------	-------------------------	------------------------------	---------------------------------------

**MISSED APPROACH:** Turn right heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME) and hold.

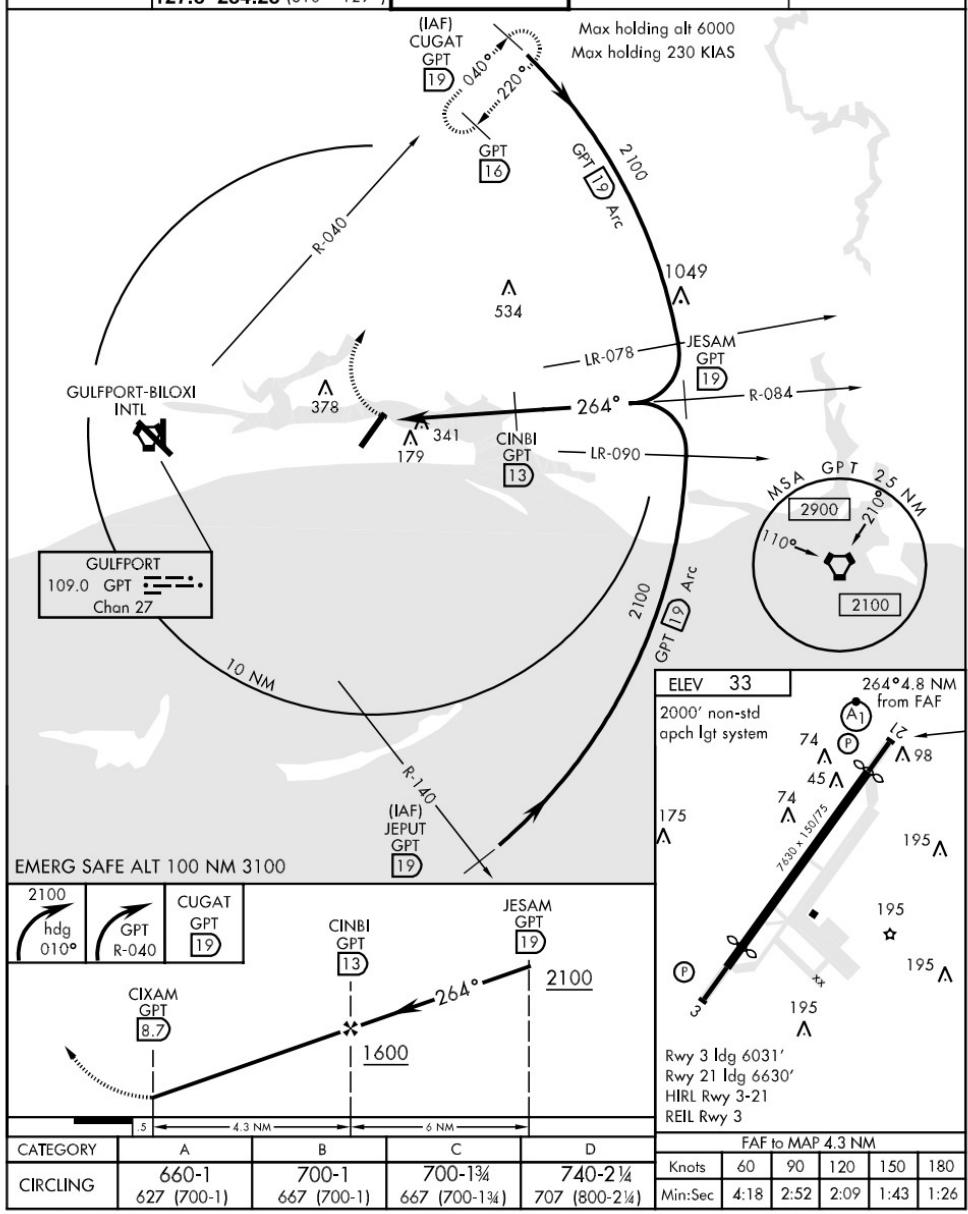
ATIS  
281-55

GULFPORT APP CON  
24.6 354.1 (130°- 36)  
27.5 254.25 (310°- 11)

**KEESLER TOWER ★  
120.75 269.075**

GND CON  
**121.8 275.8**

CLNC DEL  
21.8 275.8



**BELZONI MUNI** (1M2) 3 SW UTC-6(-5DT) N33°08.71' W90°30.92'

110 B TPA—1210(1100) NOTAM FILE GWO

**RWY 03-21:** H3000X50 (ASPH) S-24 MIRL

**RWY 03:** P-line.

**RWY 21:** Twr.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED at ngt. Rwy 21 has 4' ditch 130' from thld. MIRL Rwy 03-21 Preset low ints; higher ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

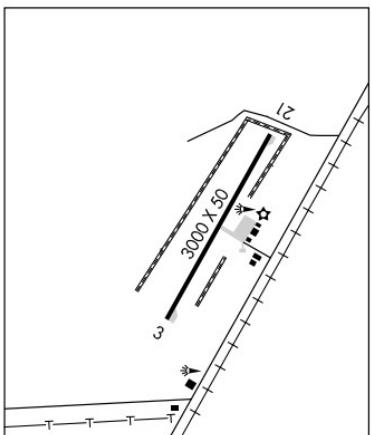
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 209° 22.5 NM to fld. 125/03E.

MEMPHIS

L-18G



**BIGBEE** N33°29.13' W88°30.82' NOTAM FILE GWO.

(L) VORTACW 116.2 IGB Chan 109 238° 4.4 NM to Golden Triangle Rgnl. 240/04E. HIWAS.

MEMPHIS

H-6J, L-18H

VOR portion unusable: 200°–260° blo 5000'.

RCO 123.65 (GREENWOOD RADIO)

**BOONEVILLE/BALDWYN** (8M1) 6 SW UTC-6(-5DT) N34°35.51' W88°38.91'

MEMPHIS

H-6J, L-18G

IAP

384 B FUEL 100LL, JET A NOTAM FILE GWO

**RWY 15-33:** H5000X75 (ASPH-GRVD) S-20 MIRL

**RWY 15:** REIL. Trees.

**RWY 33:** REIL. Trees.

**AIRPORT REMARKS:** Attended 1300–2000Z‡. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 15–33—CTAF.

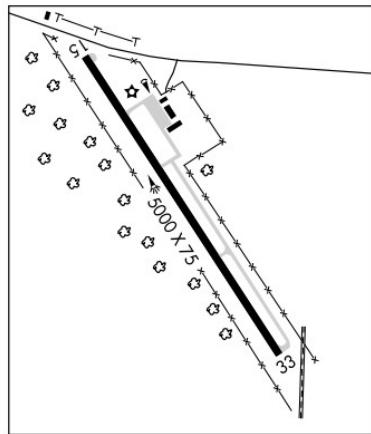
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

TUPELO (L) VORW/DME 109.8 OTB Chan 35 N34°13.43'

W88°47.84' 015° 23.2 NM to fld. 360/04E.



**BRENZ** N32°24.78' W90°15.68' NOTAM FILE HKS.

MEMPHIS

L-18G

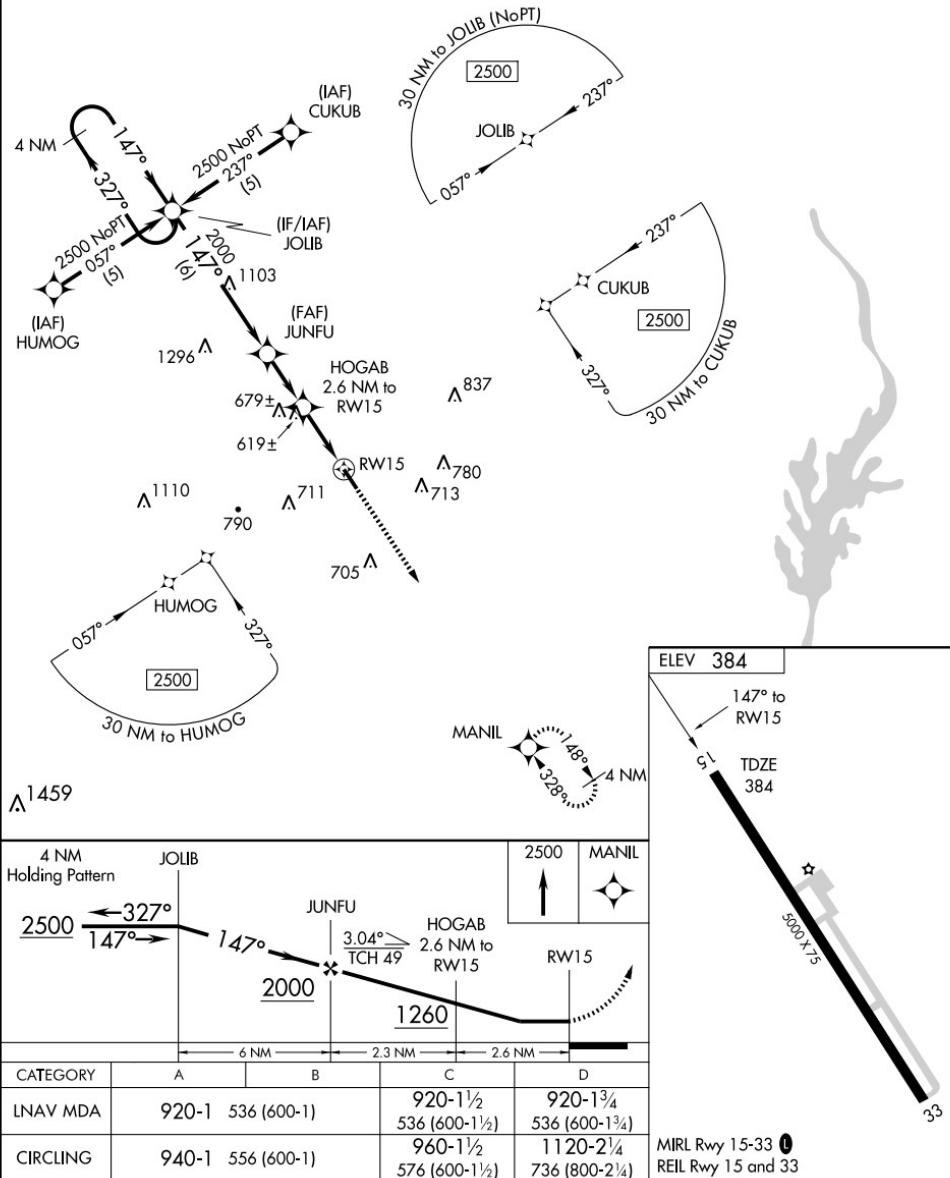
NDB (MHW/LOM) 260 JH 157° 5.1 NM to Hawkins Fld. NDB unmonitored 0300–1300Z‡.

APP CRS 147°	Rwy Idg <b>5000</b>
TDZE	<b>384</b>
Apt Elev	<b>384</b>

# RNAV (GPS) RWY 15

BOONEVILLE/BALDWYN (8M1)

<b>▼</b> <b>▲ NA</b>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and increase Circling Cat D visibility $\frac{1}{4}$ mile.	MISSED APPROACH: Climb to 2500 direct MANIL and hold.
CORINTH AWOS-3 <b>118.675</b>	MEMPHIS CENTER <b>135.9 273.55</b>	UNICOM <b>122.8 (CTAF)</b>



APP CRS 328°	Rwy Idg 5000 TDZE 384 Apt Elev 384
-----------------	--

# RNAV (GPS) RWY 33

BOONEVILLE/BALDWYN (8M1)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and Circling Cat D visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 2500 direct JOLIB and hold.

CORINTH AWOS-3  
118.675

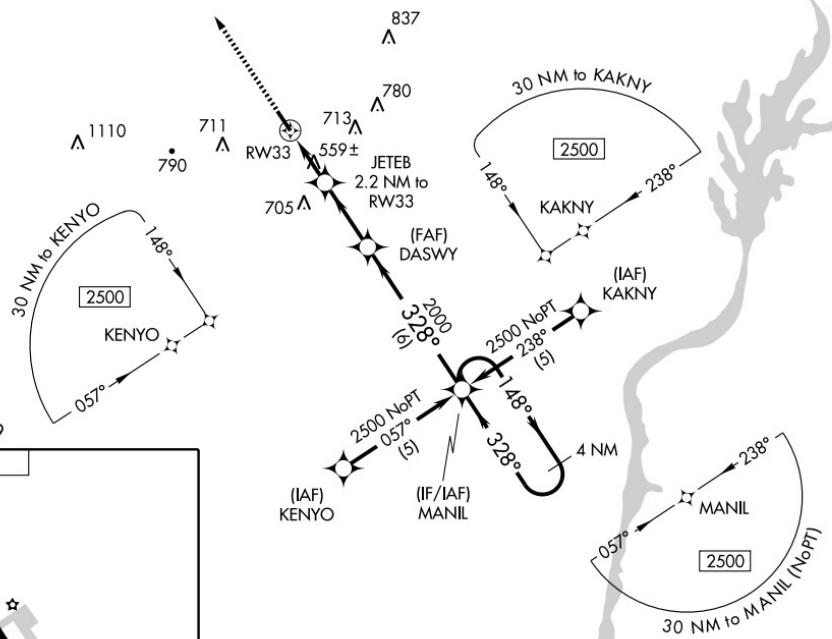
MEMPHIS CENTER  
135.9 273.55

UNICOM  
122.8 (CTAF) 0



▲ 1103

1296 ▲

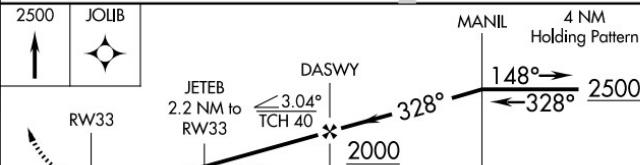


ELEV 384



TDZE 384  
328° to RW33  
33

MIRL Rwy 15-33 0  
REIL Rwy 15 and 33



CATEGORY	A	B	C	D
LNAV MDA	860-1 476 (500-1)		860-1 1/4 476 (500-1 1/4)	860-1 1/2 476 (500-1 1/2)
CIRCLING	940-1 556 (600-1)		960-1 1/2 576 (600-1 1/2)	1120-2 1/4 736 (800-2 1/4)

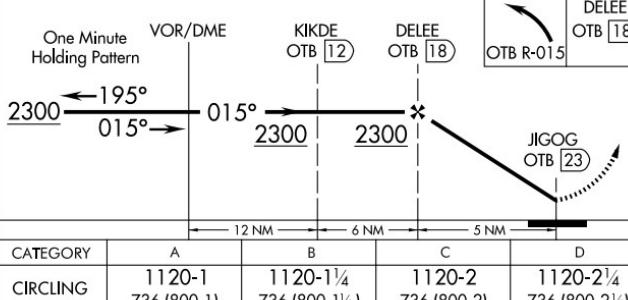
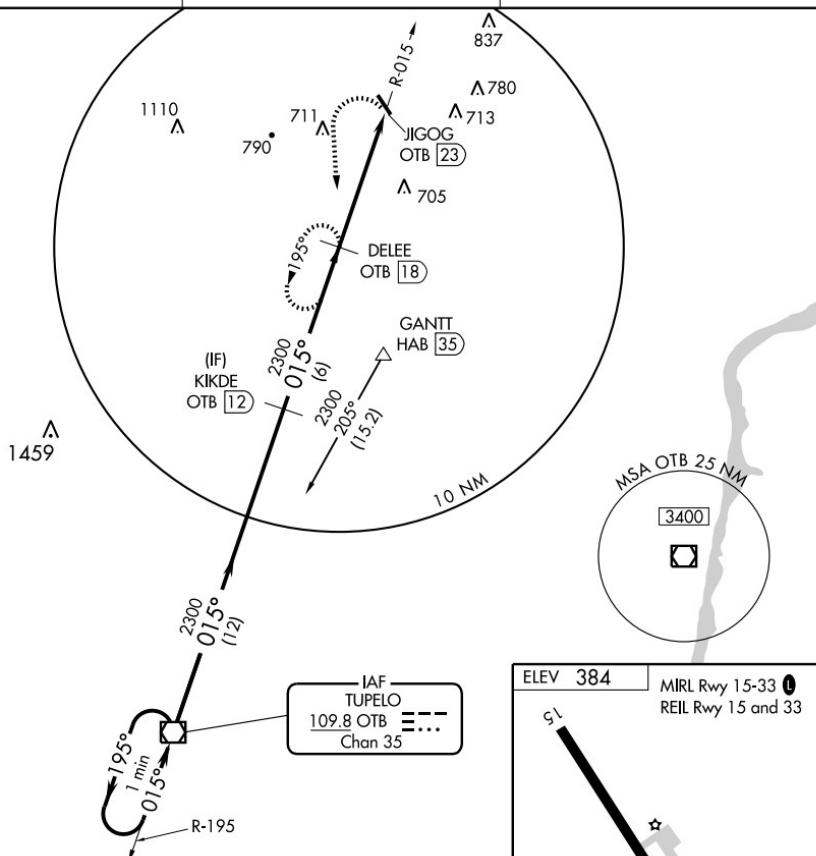
VOR/DME OTB	APP CRS	Rwy Idg	N/A
<b>109.8</b>	<b>015°</b>	TDZE	N/A
Chan 35		Apt Elev	384

**VOR/DME-A**

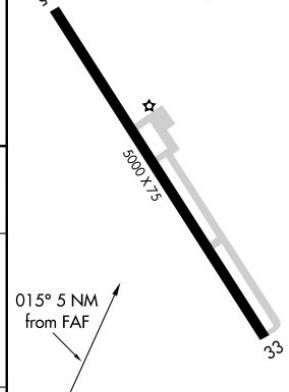
BOONEVILLE/BALDWYN (8M1)

**T** Visibility reduction by helicopters USA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and increase Cat's C/D visibility  $\frac{1}{4}$  mile.

**MISSSED APPROACH:** Climbing left turn to 2300 via OTB VOR/DME R-015 to DELEE/OTB 18 DME and hold.

CORINTH AWOS-3  
**118.675**MEMPHIS CENTER  
**135.9 273.55**UNICOM  
**122.8 (CTAF) 0**

ELEV 384	MIRL Rwy 15-33 0 REIL Rwy 15 and 33
----------	--



**BROOKHAVEN-LINCOLN CO** (1R7) 3 NE UTC-6(-5DT) N31°36.35' W90°24.56'

489 B FUEL 100LL, JET A NOTAM FILE GWO

**RWY 04-22:** H5000X75 (ASPH) S-27 MIRL

**RWY 04:** PAPI(P2L)—GA 3.0° TCH 40'. Thld dispclcd 632'. Trees.

**RWY 22:** PAPI(P2L)—GA 3.0° TCH 40'. Thld dispclcd 1000'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-1800Z‡. For attendant after hours call 601-918-3671. Fuel svc avbl 24 hrs with credit card. Tall trees on AER 22. For local wx call 601-833-3209. Wind indicator lgt opr dusk-dawn. ACTIVATE MIRL Rwy 4-22—CTAF. PAPI Rwy 04 opr dusk-dawn. PAPI Rwy 22 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.125 (601) 833-3209.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

(R) **HOUSTON CENTER APP/DEP CON** 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

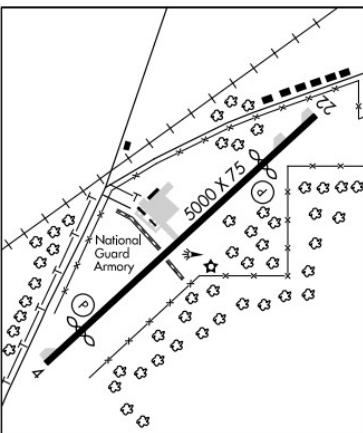
**MCCOMB (H) VORTAC** 116.7 MCB Chan 114 N31°18.27'

W90°15.49' 334° 19.6 NM to fld. 440/03E. HIWAS.

**NEW ORLEANS**

H-6J, L-22F

IAP



**BRUCE CAMPBELL FLD** (See MADISON)

**BRYAN** N33°25.92' W88°51.02' NOTAM FILE GWO.

NDB (MHW) 281 STF at George M. Bryan. NDB unmonitored.

**MEMPHIS**

L-18G

**CALEDONIA** N33°38.49' W88°26.31' NOTAM FILE CBM.

(T) **VORTAC** 115.2 CBM Chan 99 at Columbus AFB. 250/0E. Monitored Mon-Fri 1300-0100Z‡, Sun 1600-2300Z‡. No NOTAM MP Mon-Fri 0300-1030Z‡. Sun 1300-1500Z‡.

**MEMPHIS**

L-18H

**CALHOUN CO** (See PITTSBORO)

**C. A. MOORE** (See LEXINGTON)

**CARTHAGE-LEAKE CO** (Ø8M) 2 N UTC-6(-5DT) N32°45.70' W89°31.82'

457 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 17-35:** H3000X75 (ASPH) S-20 MIRL

**RWY 17:** Trees. **RWY 35:** Trees.

**AIRPORT REMARKS:** Unattended. For fuel call 601-267-7717. ACTIVATE MIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45' W90°10.06' 060° 35.7 NM to fld. 360/05E.

**MEMPHIS**

L-18G

**CHARLESTON MUNI** (Ø9M) 2 S UTC-6(-5DT) N33°59.48' W90°04.71'

175 B NOTAM FILE GWO

**RWY 18-36:** H3000X50 (ASPH) S-18 MIRL

**RWY 18:** Trees. **RWY 36:** Poles.

**AIRPORT REMARKS:** Unattended. Public phone avbl 662-647-9484.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 014° 33.1 NM to fld. 125/03E.

**MEMPHIS**

L-18G

**CLARKE CO** (See QUITMAN)

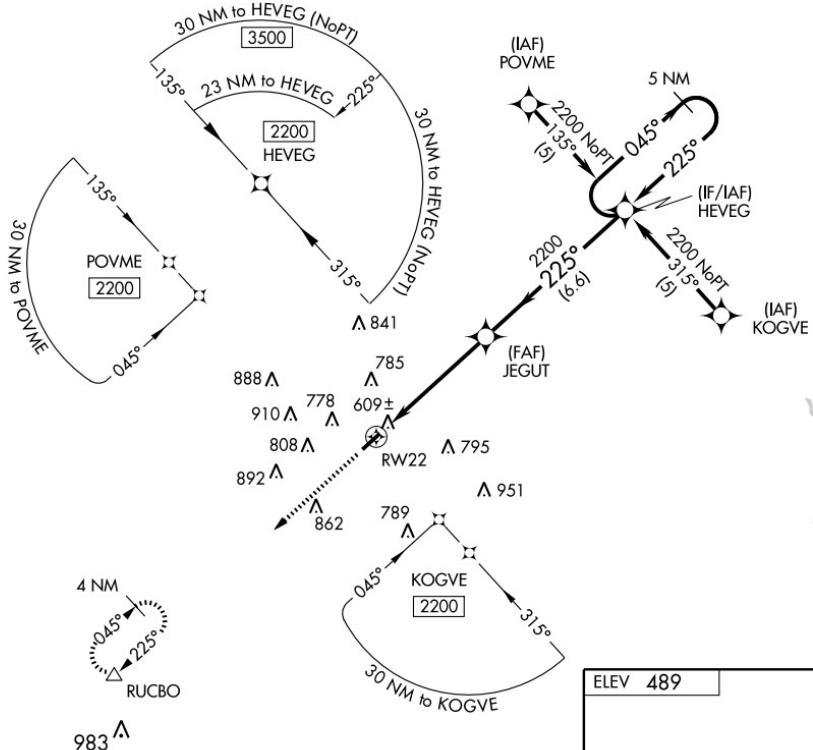
## RNAV (GPS) RWY 22

BROOKHAVEN-LINCOLN COUNTY (1R7)

APP CRS  
225°Rwy Idg 4000  
TDZE 487  
Apt Elev 489

MISSIED APPROACH: Climb to 2000 direct RUCBO and hold.

▼ DME/DME RNAV-0.3 NA. Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. VDP NA when using McComb altimeter setting. Visibility reduction by helicopters NA.

AWOS-3  
118.125HOUSTON CENTER  
126.8 327.8UNICOM  
122.8 (CTAF) 0

2000

RUCBO



JEGUT

HEVEG

5 NM  
Holding Pattern

RW22

1.4 NM to  
RW22

TCH 40

2200

045°

2200

ELEV 489

225° to  
RW22TDZE  
487

5000 X 75

542

CATEGORY

A

B

C

D

LNAV MDA

960-1 473 (500-1)

960-1 1/4  
473 (500-1 1/4)

NA

CIRCLING

960-1  
471 (500-1)1080-1  
591 (600-1)

NA

MIRL Rwy 4-22 0

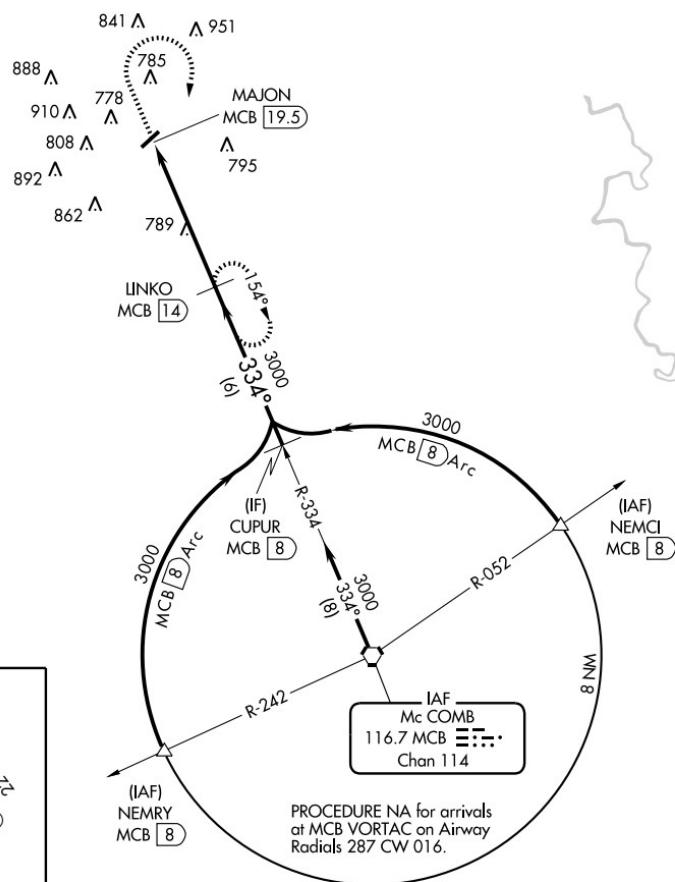
## VOR/DME-A

BROOKHAVEN-LINCOLN COUNTY (1R7)

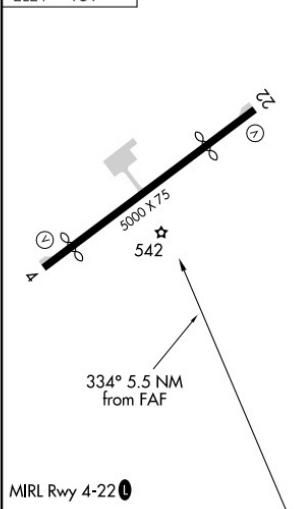
VORTAC MCB 116.7 Chan 114	APP CRS 334°	Rwy Idg TDZE	N/A N/A 489
---------------------------------	-----------------	-----------------	-------------------

▼ Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet.

MISSIED APPROACH: Climb to 1500 then climbing right turn to 3000 via MCB R-334 to LINKO/14 DME and hold.

AWOS-3  
118.125HOUSTON CENTER  
126.8 327.8UNICOM  
122.8 (CTAF) 0

ELEV 489



CATEGORY	A	B	C	D
CIRCLING	1000-1 511 (600-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA

**CLARKSDALE****FLETCHER FLD**

(CKM) 7 NE UTC-6(-5DT) N34°17.98' W90°30.74'

173 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5404X100 (ASPH) S-25, D-32 MIRL

RWY 18: REIL, PAPI(P2L)—GA 3.0° TCH 27'.

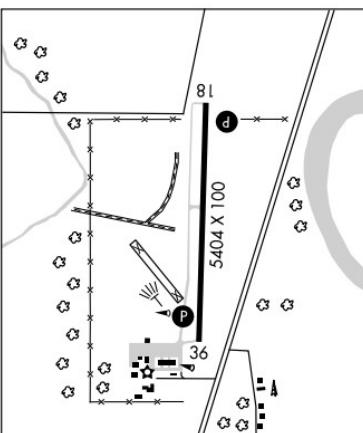
RWY 36: REIL, PAPI(P2L)—GA 3.0° TCH 27. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Numerous agricultural acft opr W of North/South twy. Acft dep N; land S. Rwy 18-36 1 hr PPR for acft over 30,000 lbs, call 662-624-5554. Public phone avbl 662-624-9231. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef. ACTIVATE MIRL Rwy 18-36; PAPI and REIL Rwy 18 and 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.675 (662) 624-9777. OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8② **MEMPHIS CENTER APP/DEP CON** 135.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.

MARVELL (L) VORW/DME 109.6 UJM Chan 33 N34°34.50'

W90°40.46' 153° 18.3 NM to fld. 241/1E.

MEMPHIS  
H-6J, L-18G  
IAP**CLEVELAND MUNI** (RNV) 2 NW UTC-6(-5DT) N33°45.67' W90°45.47'

139 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4002X75 (ASPH) S-26 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 63'. Trees.

RWY 35: PAPI(P4L)—GA 3.0°TCH 40'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z‡, Sun 1900-2300Z‡. Heavy concentration of student activity on and invof aptt—please check fld. PAEW invof Rwy 17-35 and twy indef. Rwy 17-35 thld lgts 93 ft from thld. Public telephone avbl in pre-flight room 662-843-8016. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (662) 843-3021.**COMMUNICATIONS:** CTAF/UNICOM 122.725

MEMPHIS CENTER APP/DEP CON 135.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

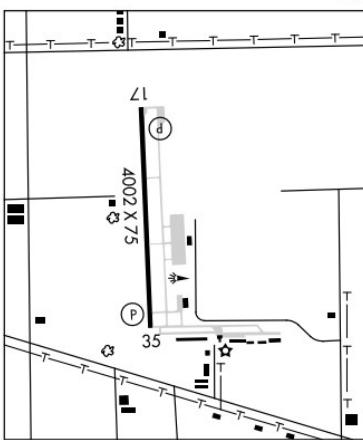
GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41'

W90°58.98' 034° 18.2 NM to fld. 130/04E.

RENOVA NDB (MHW) 272 RNV N33°48.42' W90°45.76'

171° 2.8 NM to fld. NOTAM FILE GWO.

NDB unmonitored. NDB unusable byd 20 NM.

MEMPHIS  
L-18F  
IAP

APP CRS 181°	Rwy Idg <b>5404</b>
TDZE	<b>173</b>
Apt Elev	<b>173</b>

# RNAV (GPS) RWY 18

CLARKSDALE/FLETCHER FIELD (CKM)

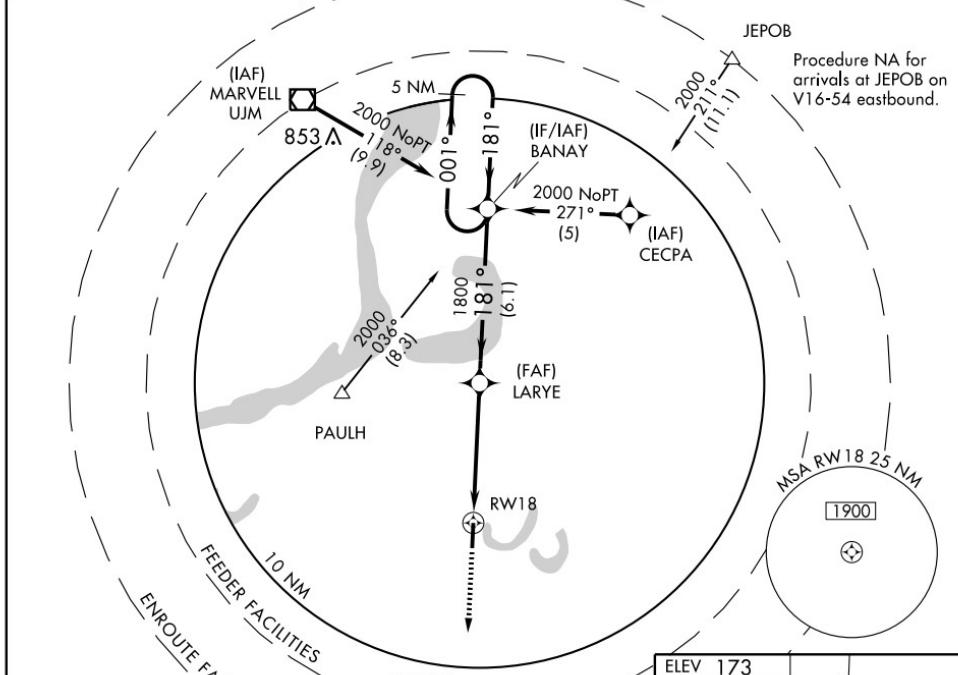
T If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSIED APPROACH: Climb to 2000 direct HULON and hold.

AWOS-3  
**120.675**

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
**122.8 (CTAF)**



APP CRS 001° Rwy 1dg TDZE Apt Elev 5404 173 173

**RNAV (GPS) RWY 36**  
CLARKSDALE/FLETCHER FIELD (CKM)

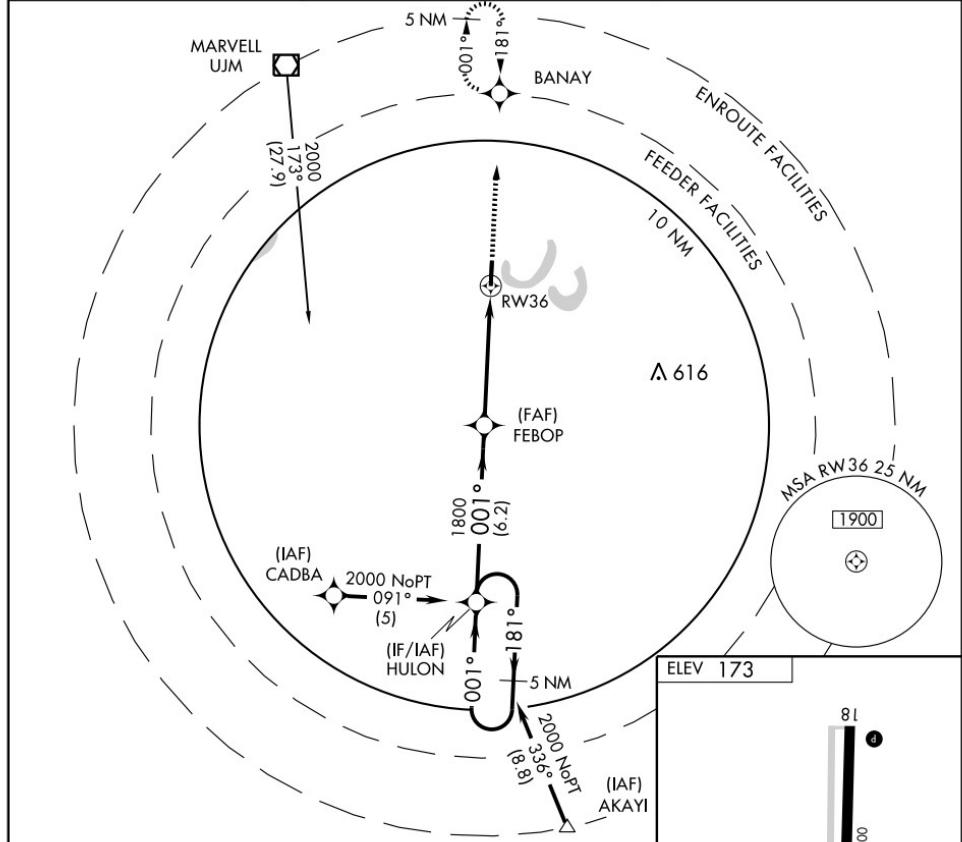
**T** If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BANAY and hold.

AWOS-3  
120.675

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
122.8 (CTAF) 0



5 NM Holding Pattern

HULON

2000 ← 181°

001° →

001°

1800

FEBOP

1.1 NM to RW36

3.04° TCH 45

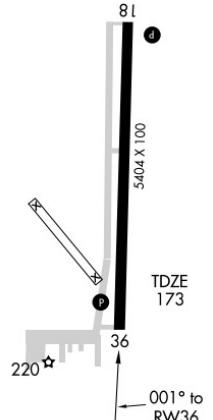
RW36

BANAY

GSI and descent angles not coincident.

2000

BANAY



CATEGORY	A	B	C	D
LNAV MDA	540-1	367 (400-1)		540-1½ 367 (400-1½)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

REIL Rwy 18 and 36 L

MIRL Rwy 18-36 L

VORTAC UJM	APP CRS	Rwy Idg <b>5404</b>
<b>109.6</b>	<b>152°</b>	TDZE <b>173</b>
Chan 33		Apt Elev <b>173</b>

# VOR/DME RWY 18

CLARKSDALE/FLETCHER FIELD (CKM)

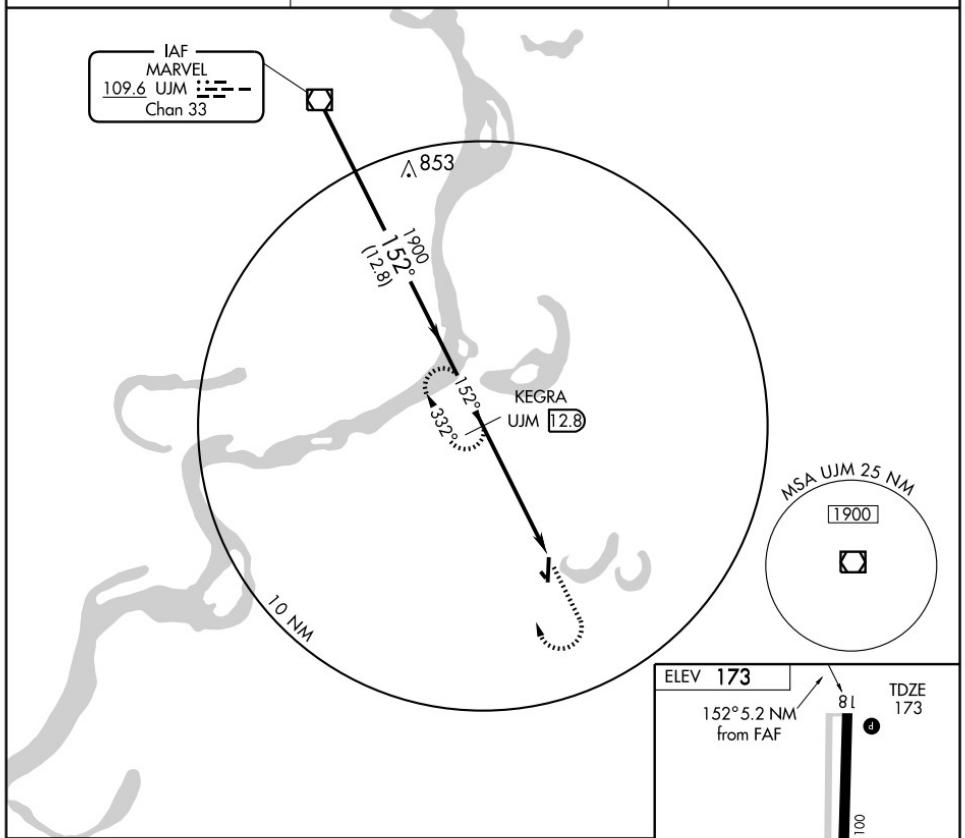
▼ If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet.

MISSIED APPROACH: Climb to 800 then climbing right turn to 1900 via UJM R-152 to KEGRA/ 12.8 DME and hold.

AWOS-3  
**120.675**

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
**122.8 (CTAF) L**



CATEGORY	A	B	C	D
S-18	560-1 387 (400-1)		560-1½ 387 (400-1½)	560-1½ 387 (400-1½)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

**CLARKSDALE****FLETCHER FLD**

(CKM) 7 NE UTC-6(-5DT) N34°17.98' W90°30.74'

173 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5404X100 (ASPH) S-25, D-32 MIRL

RWY 18: REIL, PAPI(P2L)—GA 3.0° TCH 27'.

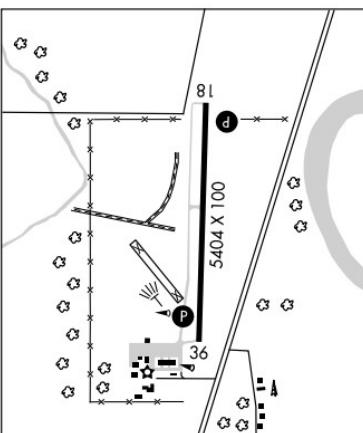
RWY 36: REIL, PAPI(P2L)—GA 3.0° TCH 27. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Numerous agricultural acft opr W of North/South twy. Acft dep N; land S. Rwy 18-36 1 hr PPR for acft over 30,000 lbs, call 662-624-5554. Public phone avbl 662-624-9231. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef. ACTIVATE MIRL Rwy 18-36; PAPI and REIL Rwy 18 and 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.675 (662) 624-9777. OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8② **MEMPHIS CENTER APP/DEP CON** 135.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.

MARVELL (L) VORW/DME 109.6 UJM Chan 33 N34°34.50'

W90°40.46' 153° 18.3 NM to fld. 241/1E.

MEMPHIS  
H-6J, L-18G  
IAP**CLEVELAND MUNI** (RNV) 2 NW UTC-6(-5DT) N33°45.67' W90°45.47'

139 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4002X75 (ASPH) S-26 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 63'. Trees.

RWY 35: PAPI(P4L)—GA 3.0°TCH 40'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z‡, Sun 1900-2300Z‡. Heavy concentration of student activity on and invof aptt—please check fld. PAEW invof Rwy 17-35 and twy indef. Rwy 17-35 thld lghts 93 ft from thld. Public telephone avbl in pre-flight room 662-843-8016. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (662) 843-3021.**COMMUNICATIONS:** CTAF/UNICOM 122.725

MEMPHIS CENTER APP/DEP CON 135.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

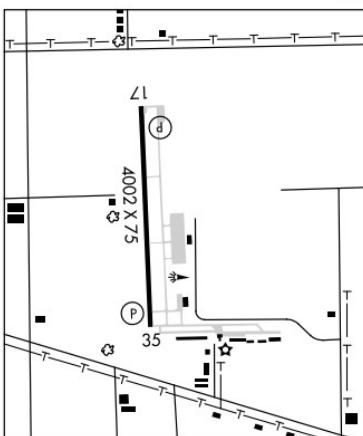
GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41'

W90°58.98' 034° 18.2 NM to fld. 130/04E.

RENOVA NDB (MHW) 272 RNV N33°48.42' W90°45.76'

171° 2.8 NM to fld. NOTAM FILE GWO.

NDB unmonitored. NDB unusable byd 20 NM.

MEMPHIS  
L-18F  
IAP

APP CRS 359°	Rwy Idg TDZE Apt Elev	4002 140 140
-----------------	-----------------------------	--------------------

**GPS RWY 35**  
CLEVELAND MUNI (RNV)

**T**  
**NA**

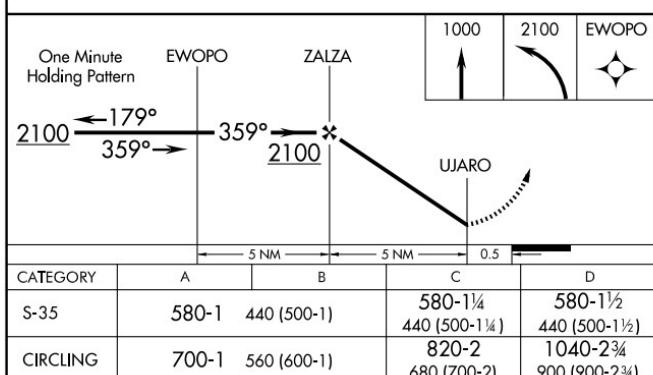
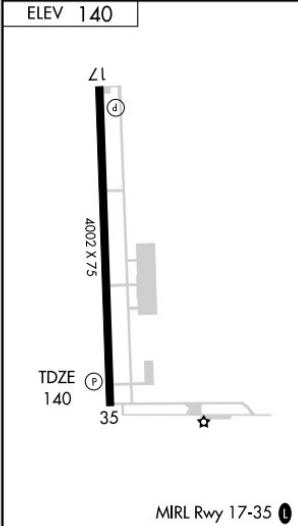
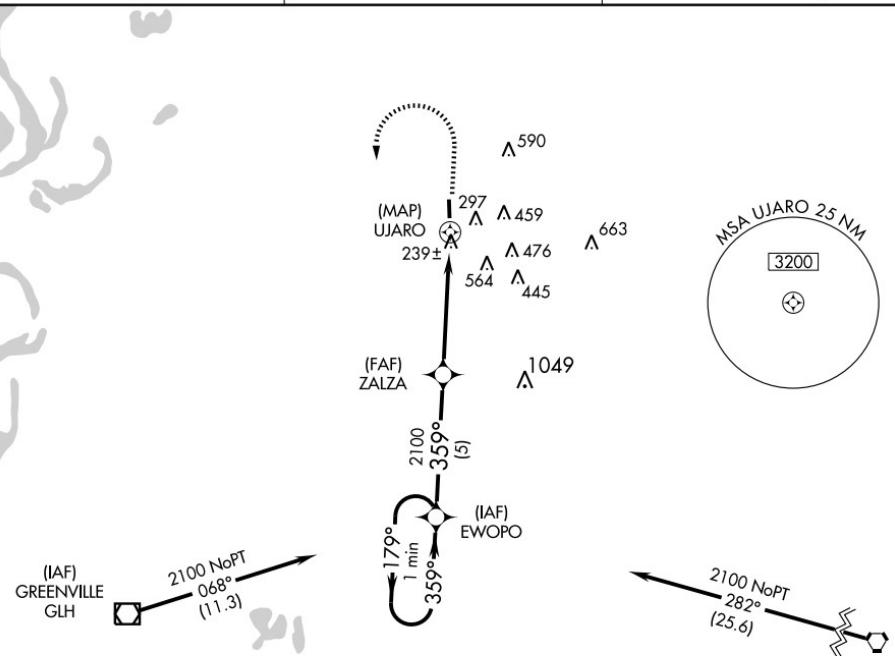
When local altimeter setting not received,  
use Greenwood altimeter setting.

MISSIED APPROACH: Climb to 1000 then climbing left turn to  
2100 direct EWOP WP and hold.

AWOS-3  
124.175

MEMPHIS CENTER  
135.875 269.35

UNICOM  
122.725 (CTAF) 0



**NDB or GPS RWY 17**  
CLEVELAND MUNI (RNV)

## CLEVELAND MUNI (RNV)

11

Use Greenwood altimeter setting

MISSED APPROACH: Climbing right turn to 1700 direct RNV NDB and hold

AWOS-3  
124 175

MEMPHIS CENTER  
135 875 269 35

UNICOM  
122 725 (CTAF) 0

MSA RNV 25 NM  
[3200]

IAF  
RENOVA  
272 RNV

A590  
A459  
A476  
A445  
A663

RW17  
249±  
297  
564  
1049 A

10 NM

126°  
300°  
351°  
171°

GREENVILLE  
110.2 GLH  
Chan 39

170°  
170°  
025°  
(20.3)

SIDON  
114.7 SQS  
Chan 94

ELEV 140  
TDZE 140  
171° 2.5 NM from FAF

Remain within 10 NM

NDB

1700

171°

351°

1000

RW17

2.5 NM

1700

1040-3

900 (900-3)

860-2

720 (800-2)

760-1 620 (700-1)

760-1 620 (700-1)

760-2 620 (700-2)

760-1 3/4  
620 (700-1 3/4)

CATEGORY A B C D

S-17

CIRCLING

MIRL Rwy 17-35

FAF to MAP 2.5 NM

	Knots	60	90	120	150	180
Min-Sec	2:30	1:40	1:15	1:00	0:50	

CLEVELAND, MISSISSIPPI

Amdt 5 07074

33°46'N-80°45'W

**CLEVELAND MUNI (BNV)**

CLEVELAND MUNI (KIVV)  
NDB or GPS RWY 17

VOR/DME GLH 110.2 Chan 39	APP CRS 035°	Rwy Idg TDZE Apt Elev	N/A N/A 140
---------------------------------	-----------------	-----------------------------	-------------------

**VOR or GPS-A**  
CLEVELAND MUNI(RNV)

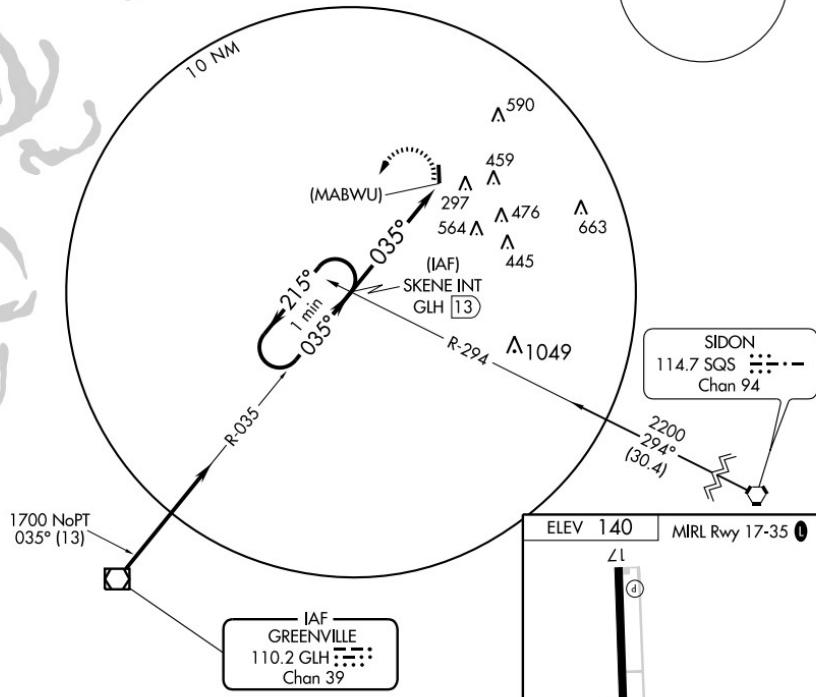
**T** Use Greenwood altimeter setting.  
**A NA**

MISSED APPROACH: Climbing left turn to 1700 via GLH R-035 to SKENE INT and hold.

AWOS-3  
124.175

MEMPHIS CENTER  
135.875 269.35

UNICOM  
122.725 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP	4.9 NM
CIRCLING	860-1 720 (800-1)		860-2 720 (800-2)	1040-3 900 (900-3)	Knots 60 90 120 150 180	

**COLUMBIA—MARION CO** (ØRØ) 3 N UTC-6(-5DT) N31°17.82' W89°48.77'

265 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 05-23:** H4460X70 (ASPH) S-30 MIRL 0.5% up NE

NEW ORLEANS

L-21B, 22F

IAP

**RWY 05:** Trees. **RWY 23:** REIL. Trees.

**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡, Sat–Sun on call.

For attendant after hrs call 601–517–4042. Fuel svc avbl 24 hrs with credit card. Rwy 23 REIL OTS indef.

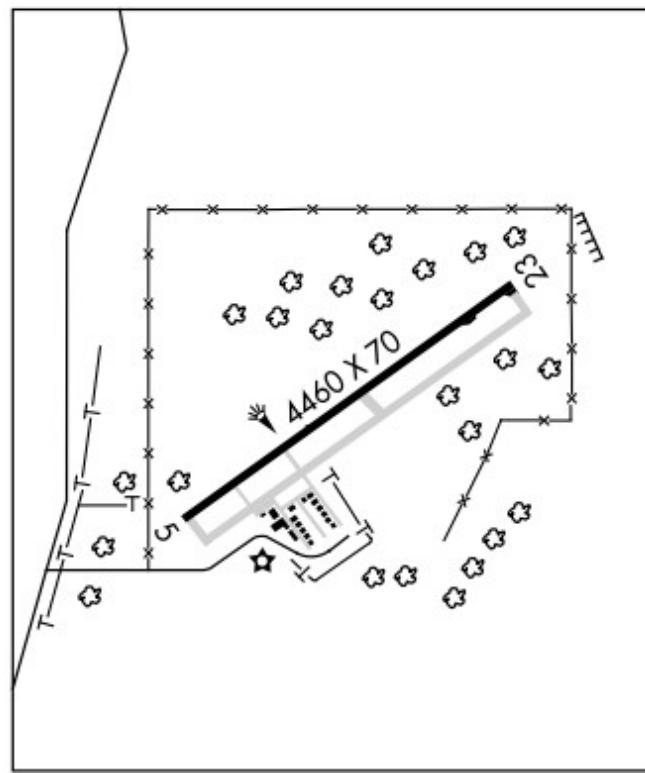
**COMMUNICATIONS:** CTAF/UNICOM 122.8

② **HOUSTON CENTER APP/DEP CON** 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 249° 25.5 NM to fld. 290/05E.



APP CRS 234°	Rwy Idg <b>4460</b>
TDZE	<b>265</b>
Apt Elev	<b>265</b>

# RNAV (GPS) RWY 23

COLUMBIA-MARION COUNTY (ØRØ)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ NA Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet.

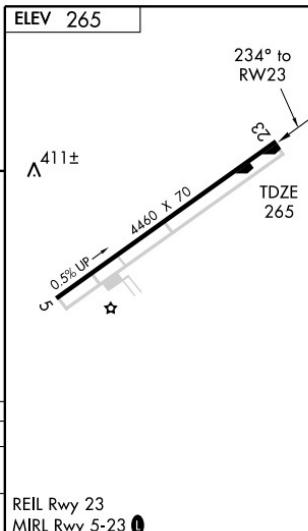
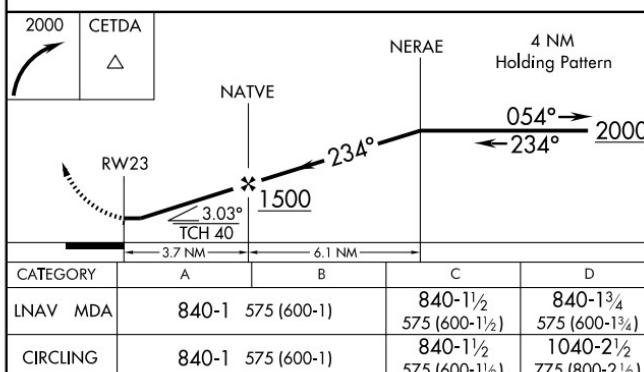
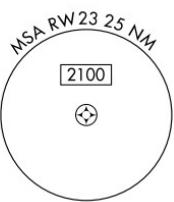
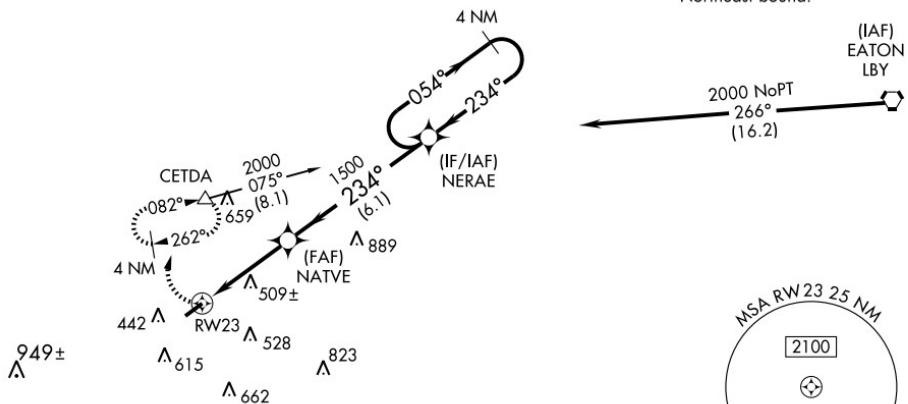
MISSED APPROACH: Climbing right turn to 2000 direct CETDA and hold.

HATTIESBURG-LAUREL AWOS-3  
**128.325**

HOUSTON CENTER  
**126.8 327.8**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at LBY VORTAC via V543 Northeast bound.



08269

## AIRPORT DIAGRAM

AFD-91 [USAF]

COLUMBUS AFB (KCBM)

COLUMBUS, MISSISSIPPI

ATIS  
115.2 273.5  
CLNC DEF  
269.55  
GND CON  
121.9 275.8  
COLUMBUS TOWER  
126.65 379.925

HAZARDOUS CARGO AREA

SEPTEMBER 2008  
ANNUAL RATE OF CHANGE  
0.1° W

33° 40' N

33° 39' N

33° 38' N

33° 37' N

33° 36' N

33° 35' N

33° 34' N

33° 33' N

33° 32' N

33° 31' N

33° 30' N

33° 29' N

33° 28' N

33° 27' N

33° 26' N

33° 25' N

33° 24' N

33° 23' N

33° 22' N

33° 21' N

33° 20' N

33° 19' N

33° 18' N

33° 17' N

33° 16' N

33° 15' N

33° 14' N

33° 13' N

33° 12' N

33° 11' N

33° 10' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

33° 09' N

33° 08' N

33° 07' N

33° 06' N

33° 05' N

33° 04' N

33° 03' N

33° 02' N

33° 01' N

33° 00' N

WGS-84 DATUM

COLUMBUS, MISSISSIPPI

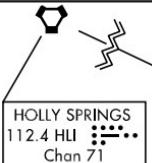
AIRPORT DIAGRAM

COLUMBUS AFB (KCBM)

- COLUMBUS AFB** (CBM)(KCBM) AF 9 N UTC-6(-5DT) N33°38.71' W88°26.76' **MEMPHIS**  
 219 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE CBM Not insp.  
**RWY 13C-31C:** H12004X300 (ASPH-CONC) PCN 52 F/A/W/T HIRL **H-6J, L-18H**  
 RWY 13C: ALSF1. PAPI(P2L)—GA 3.0° TCH 40'. **RWY 31C:** ALSF1. PAPI(P2L)—GA 3.0° TCH 48'.  
**RWY 13L-31R:** H8001X150 (ASPH-CONC) PCN 35 R/B/W/T HIRL **DIAP, AD**  
 RWY 13L: PAPI(P2L)—GA 3.5°. **RWY 31R:** PAPI(P2L)—GA 3.5°.  
**RWY 13R-31L:** H6315X175 (CONC-GRVD) PCN 69 R/B/W/T MIRL  
 RWY 13R: PAPI(P2L). **RWY 31L:** PAPI(P2L).
- ARRESTING GEAR/SYSTEM**
- RWY 13C MA-1A CHAG (101' OVRN) MA-1A CHAG (103') **RWY 31C**  
 RWY 13L BAK-15 CHAG (120' OVRN) MA-1A CHAG (120' OVRN) **RWY 31R**
- MILITARY SERVICE: A-GEAR** MA-1A continue raised position on dep end of center rwy, down and disconnected on apch end. JASU 1 (MD-3) 2(A/M32A-86) 3(MA-1A) FUEL J8 FLUID LPOX LOX OIL 0-148-156; SOAP—results avbl Mon-Fri. **TRAN ALERT** Limited fleet svc avbl.
- MILITARY REMARKS:** Tran opr weekdays 1300-0100Z‡, Sun 1800-2300Z‡, CLOSED holidays. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR, ctc Base OPS DSN 742-2998, C662-434-2998/2861 PPR Itd during student training. Overhead apch not authorized during student training opr. All tran aircrews check in with Base OPS. Expect radar vector for full stop ldg during student training. Altitude restricted for VMC dep acft. PPR, only 4 acft per hr during student training. **CAUTION** Uncontrolled vehicle tfo on twy and ramps. Do not mistake parallel twy to Rwy 13R-31L for rwy. Rwy 13R-31L additional markings for base assign T-38 emergency ldg only. Rwy 13R overrun 1000' full strength pavement, Rwy 31L overrun 1635' full strength pavement. Exercise caution braking when wet, ponding conditions exist. Braking action less than expected, reduced rwy skid resistance and high potential for hydroplaning all rwys when wet. T-1 Ramp E of control twr is located in Rwy 31L clear zone. Acft within Rwy Supervisory Unit (RSU) practice area are not Class C participants. RSU practice areas are defined in FLIP AP/1 Supplementary Arpt Remark. **TFC PAT** TPA—Overhead 1700(1481), Rectangular 1200(981), Helicopter 700(481). **NS ABMTT** Quiet hr daily 0400-1200Z‡. **MISC** Call Base OPS to determine available tran parking space and status of student training on weekend. Base OPS DSN 742-2861/2998, C662-434-2998/2861. Limited hangar space avbl Apr-Dec. First 3500' Rwy 13C and first 3525' Rwy 31C is grooved concrete, middle 4975' is asphalt. First 1000' Rwy 13L-31R is concrete, mid 6000' is asphalt. Augmented wx observation view limited, restricted from 140°-320° by flightline facilities and trees. Standard USAF RSRS applied. ATC personnel in accordance with the cooperative wx watch will alert wx personnel on any unreported wx condition that could affect fit safety. Auto AN/FMQ-19 ASOS in use located near GS Rwy 13C-31C. Augmented/backed up AN/FMQ-19 ASOS in use when requested during opr hr and for resource protection. Opr hr may vary with local flying schedule. ASOS obsn avbl at DSN 742-1281.
- COMMUNICATIONS: ATIS** 115.2 273.5 (Mon-Fri 1300-0100Z‡, 1600-2300Z‡ Sun, clsd Sat and holidays.)  
**PTD** 142.3 376.0
- (R) APP CON** 126.075 239.25 (310°-090°) 132.025 291.65 (090°-165°) 135.6 323.275 (165°-310°) (133.25 307.8 Arr) 121.075 134.55
- TOWER** 126.65 379.925 (Mon-Fri 1300-0100Z‡, 1600-2300Z‡ Sun, clsd Sat and holidays.)  
**GND CON** 121.9 275.8 **CLNC DEL** 269.55
- (R) DEP CON** 132.025 135.6 291.65 323.275 **PMSV METRO** 354.6 (Full svc weekdays 1000-0100Z‡; Sun 1400-2300Z‡, C800-982-4257 Option 6; no service other times, and hol. Opr hr may vary with local flying schedule. Remote briefing svc avbl Barksdale AFB from 26 OWS DSN 331-2651/2/3, C318-529-2651/2/3. ASOS obsn avbl at DSN 742-1281.) **SOF** 252.1
- AIRSPACE: CLASS C** svc Mon-Fri 1300-0100Z‡, Sat, Sun and holidays 1600-2300Z‡, other times CLASS G. Class E airspace 700' AGL and above.
- RADIO AIDS TO NAVIGATION: NOTAM FILE CBM.**
- CALEDONIA (T) VORTAC** 115.2 CBM Chan 99 N33°38.49' W88°26.31' at fld. 250/0E. Monitored Mon-Fri 1300-0100Z‡, Sun 1600-2300Z‡. No NOTAM MP Mon-Fri 0300-1030Z‡, Sun 1300-1500Z‡.
- BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 016° 10.1 NM to fld. 240/4E. HIWAS.
- ILS 109.3** I-CBM Rwy 13C. Monitored Mon-Fri 1300-0100Z‡, Sun 1600-2300Z‡. No NOTAM MP Mon-Fri 0300-1030Z‡ Sun 1200-1400Z‡.
- ILS 108.7** I-TBB Rwy 31C.

ATIS 115.2 273.5  
 CLNC DEL  
 126.25 269.55  
 GND CON  
 121.9 275.8  
 COLUMBUS TOWER  
 126.65 379.925  
 COLUMBUS DEP CON  
 132.025 291.65

## RADAR REQUIRED



[V159]

HOLLY SPRINGS  
 112.4 HLI  
 Chan 71



L-18

HAMILTON  
 110.4 HAB  
 Chan 41

R-294

Rwy Knots 60 120 180 240 300 360  
 13C/L (C) V/V(fpm) 590 1180 1770 2360 2940 3530  
 31C/R (C) V/V(fpm) 770 1530 2290 3050 3810 4570  
 13C (B) V/V(fpm) 220 440 660 880 1100 1320  
 13L (B) V/V(fpm) 240 480 720 960 1200 1440  
 31C (C) V/V(fpm) 240 480 720 960 1200 1440  
 31R (C) V/V(fpm) 260 520 780 1040 1300 1560

- (a) ATC Climb Rate to 3.4 DME or 1800'
- (b) Obstacle Climb Rate to 700'
- (c) Obstacle Climb Rate to 600'

990 A

COLUMBUS 1 MOA  
 8000' - 14,000'  
 16,000' - 22,000'

COLUMBUS 1 MOA  
 8000' - 14,000'  
 16,000' - 22,000'

COLUMBUS 1 MOA  
 8000' - 14,000'  
 16,000' - 22,000'

JANHO

CBM

3.4

642

A

FILAM

CBM

3.4

386

A

35°

A

315°

A

3.4

780

A

3.4

A

A

958

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

SC-4 23 SEP 2010 to 21 OCT 2010

COLUMBUS, MISSISSIPPI

## HI-ILS or LOC/DME RWY 13C

LOC I-CBM  
109.3APCH CRS  
135°Rwy Idg 12,004  
TDZE 197  
Aptl Elev 218

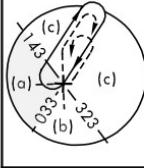
JAL-91 [USAF]

COLUMBUS AFB (KCBM)

V \* When ALS inop increase CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2 miles.



MISSSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS  
115.2 273.5COLUMBUS APP CON  
SE 132.025 291.65  
SW 135.6 323.275  
N 126.075 239.25COLUMBUS TOWER  
126.65 379.925GND CON  
121.9 275.8CLNC DEL  
269.55

\*\* CAUTION: Runway centerlines separated by 1450 ft.

Localizer signal usable to 20 DME.

2325



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A



A

COLUMBUS, MISSISSIPPI

**HI-ILS or LOC/DME RWY 31C**

LOC I-TBB      APCH CR  
**108.7**      **315°**

APCH CR  
315°

Rwy Idg 31C **12,004** 31R **8,001**  
THRE 31C **213** 31R **213**  
Arpt Elev. **212**

JAL-91 [USAF]

COLUMBUS AFB (KCBM)

**T** \* When ALS inop, increase CAT CDE RVR to 40 and vis to  $\frac{3}{4}$  mile.

ALSF-  
A1

**MISSED APPROACH:** Climb heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

ATIS  
115 2 273 E

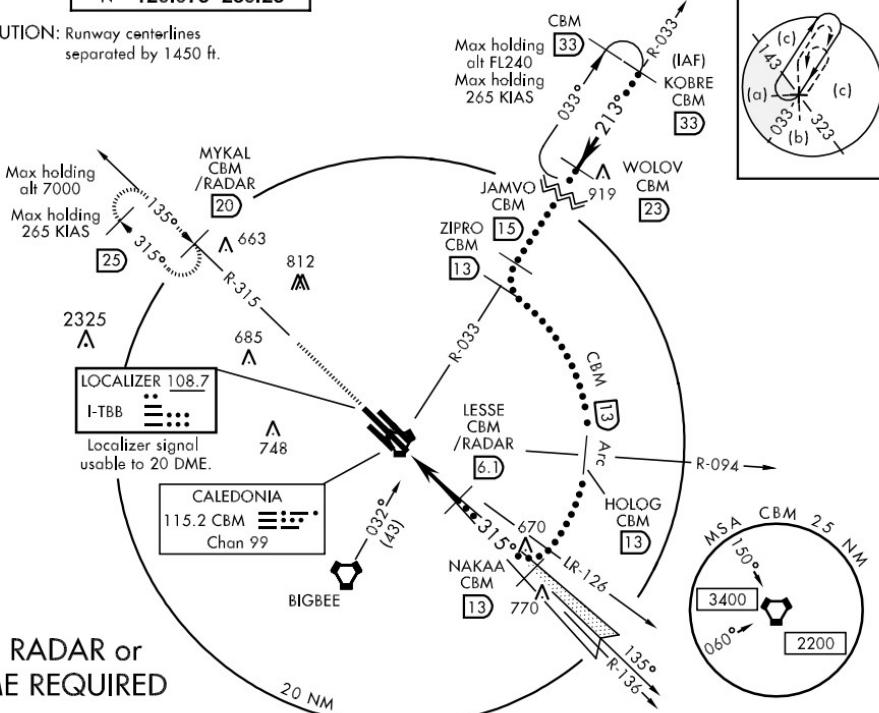
COLUMBUS APP CON  
SE 132.025 291.65  
SW 135.6 323.275  
N 126.075 239.25

COLUMBUS TOWER  
126 65 379 926

GND CON  
121 9 275 8

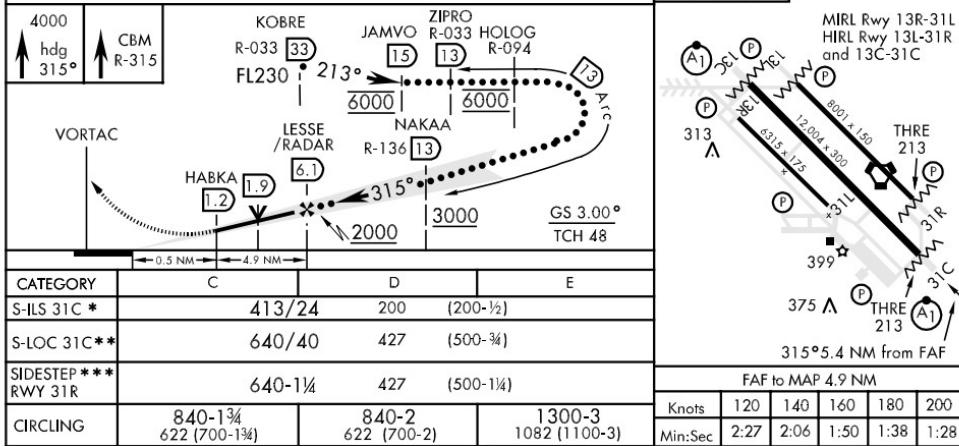
CLNC DEL  
269 55

**\*\*\* CAUTION:** Runway centerlines  
separated by 1450 ft.



RADAR or  
DME REQUIRED

EMERG SAFE ALT 100 NM 3700



COLUMBUS, MISSISSIPPI  
Amdt 3 10182

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

**HI-ILS or LOC/DME RWY 31C**

LOC I-CBM  
109.3APCH CRS  
135°Rwy Idg 12,004  
TDZE 197  
Apt Elev 218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

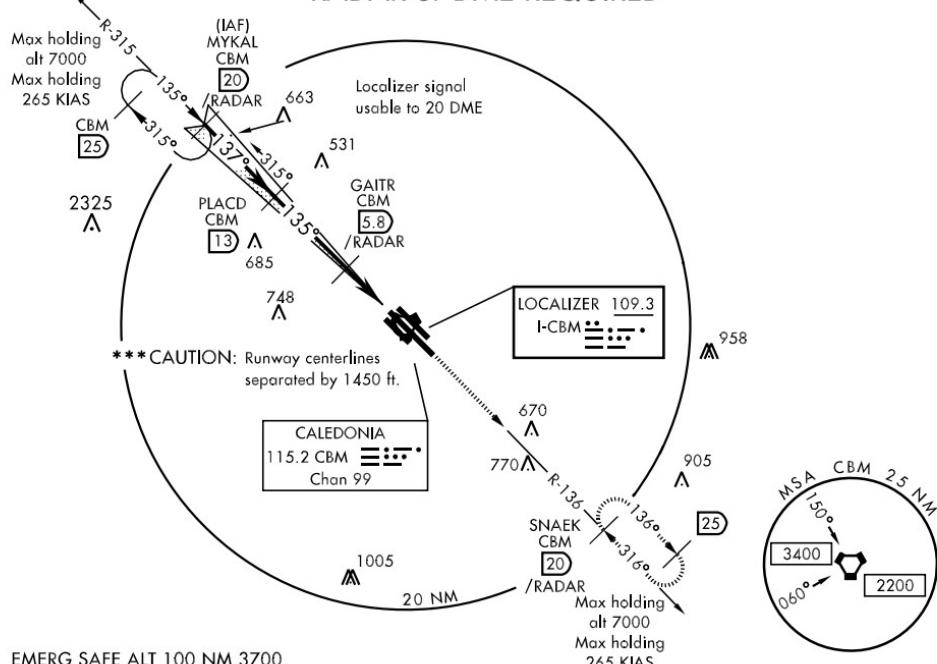
V\*When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.\*\*When ALS inop increase CAT AB RVR to 50 and vis to 1 mile,  
CAT C vis to  $\frac{1}{2}$ , CAT D vis to  $\frac{1}{4}$ , and CAT E vis to 2 miles.

ALSF-1

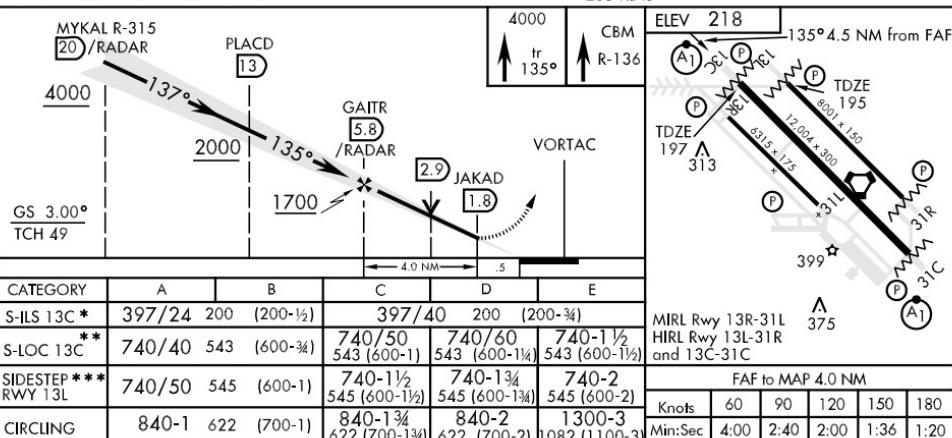
(A1)

MISSSED APPROACH: Track heading 135° to intercept  
the CBM R-136 outbound to SNAEK (CBM R-136/20)  
and hold. Maintain 4000.ATIS  
115.2 273.5COLUMBUS APP CON  
SE 132.025 291.65  
SW 135.6 323.275  
N 126.075 239.25COLUMBUS TOWER  
126.65 379.925GND CON  
121.9 275.8CLNC DEL  
269.55

## RADAR or DME REQUIRED



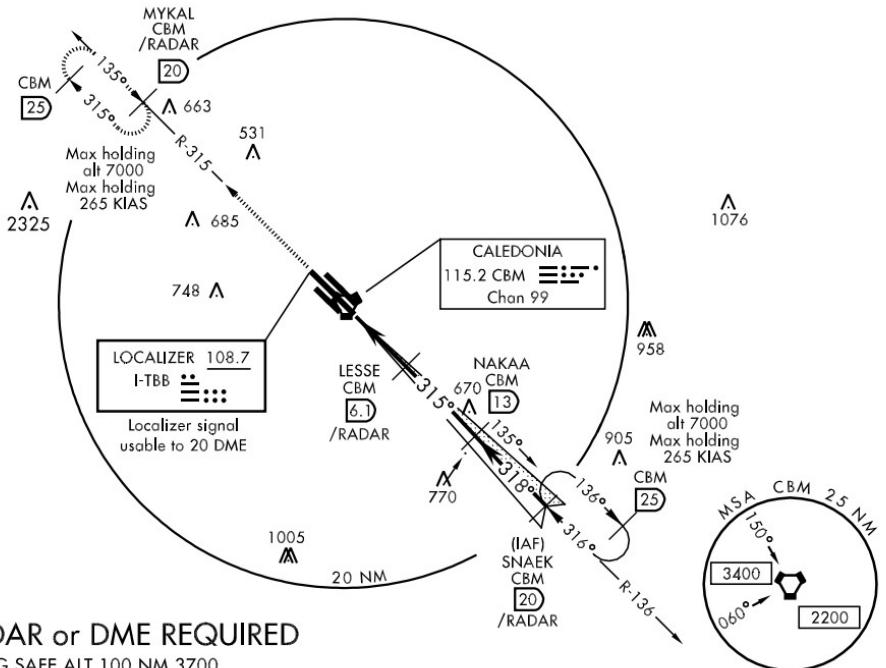
EMERG SAFE ALT 100 NM 3700



ILS or LOC/DME RWY 31C

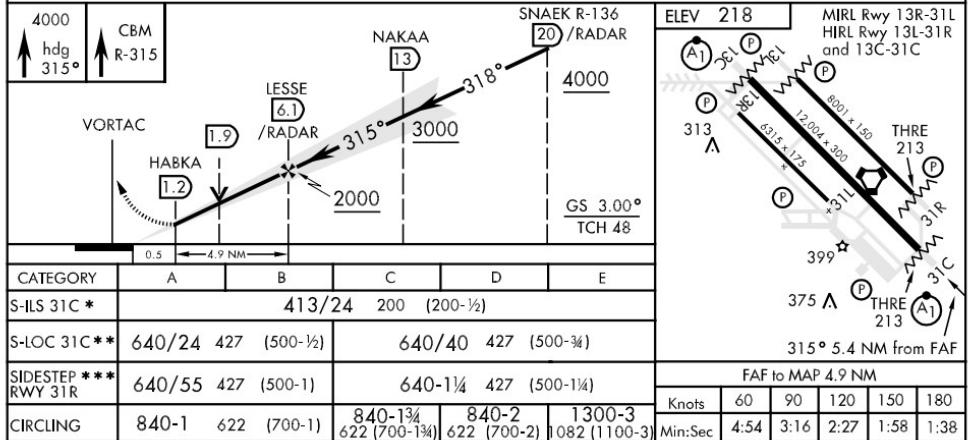
LOC I-TBB <b>108.7</b>	APCH CRS <b>315°</b>	Rwy Idg 31C <b>12,004</b> 31R <b>8,001</b> THRE 31C <b>213</b> 31R <b>213</b> Apt Elev <b>218</b>	AL-91 [USAF]	COLUMBUS AFB (KCBM)
V* When ALS inop, incr CAT ABCDE RVR to 40 and vis to 3/4 mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1/4 miles.		ALSF-1 	MISSIED APPROACH: Climb heading 315° to intercept the CBM R-315 inbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.	
ATIS <b>115.2 273.5</b>	COLUMBUS APP CON SE <b>132.025</b> <b>291.65</b> SW <b>135.6</b> <b>323.275</b> N <b>126.075</b> <b>239.25</b>	COLUMBUS TOWER <b>126.65</b> <b>379.925</b>	GND CON <b>121.9</b> <b>275.8</b>	CLNC DEL <b>269.55</b>

**\*\*\* CAUTION:** Runway centerlines separated by 1450 ft



## RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700



APCH CRS  
090°Rwy Idg  
THRE  
Arpt ElevN/A  
N/A  
218

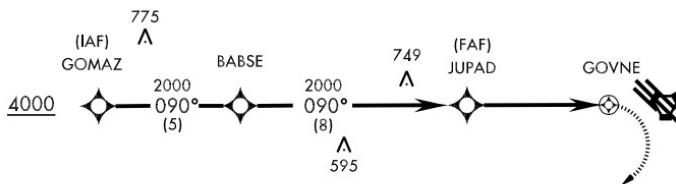
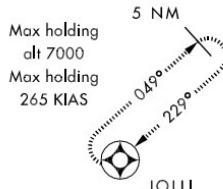
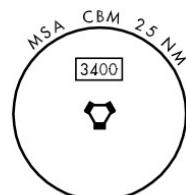
AL-91 [USAF]

COLUMBUS AFB (KCBM)



DME/DME RNP-0.3 NA.

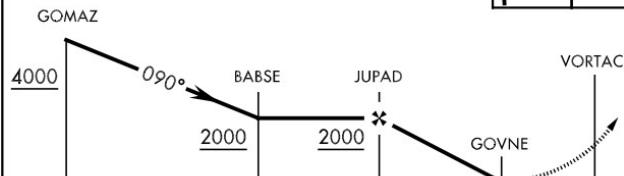
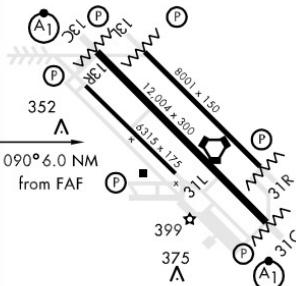
MISSSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

ATIS  
115.2 273.5COLUMBUS APP CON  
SE 132.025 291.65  
SW 135.6 323.275  
N 126.075 239.25COLUMBUS TOWER  
126.65 379.925GND CON  
121.9 275.8CLNC DEL  
269.55A  
2310FOR USE BY 14 FTW  
ACFT ONLYCALEDONIA  
115.2 CBM   
Chan 99630  
803  
1005  


## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 218



CATEGORY	A	B	C
CIRCLING	840-1	622 (700-1)	840-1 3/4 622 (700-1 3/4)

APCH CRS 359°	Rwy Idg THRE	N/A
Arpt Elev 218	N/A	

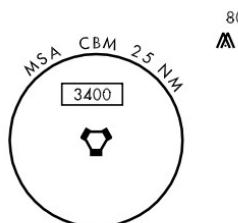
AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

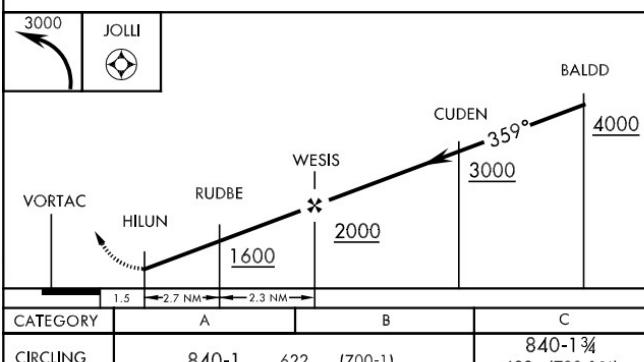
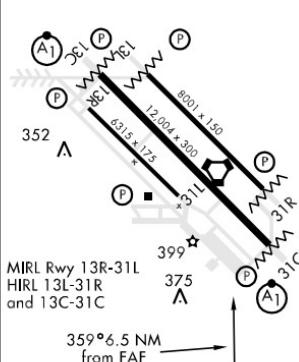
ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
---------------------	---	----------------------------------	------------------------	--------------------

FOR USE BY 14 FTW  
ACFT ONLY

RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 218



COLUMBUS, MISSISSIPPI

APCH CRS 135°	Rwy Idg 12,004
THRE 192	Arpt Elev 218

AL-91 [USAFA]

RNAV (GPS) RWY 13C

COLUMBUS AFB (KCBM)

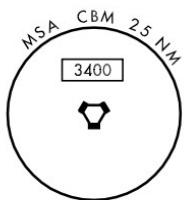
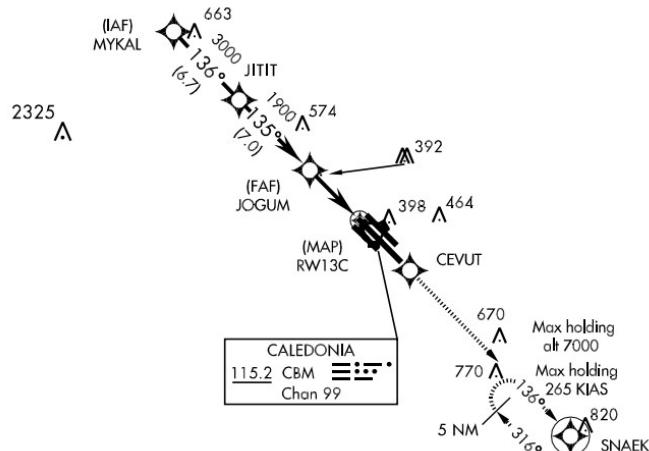
▼ \*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.



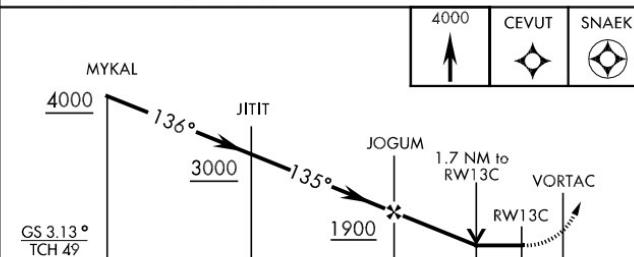
MISSIED APPROACH: Climb to 4000 direct CEVUT, direct SNAEK and hold as published.

ATIS  
**115.2 273.5**COLUMBUS APP CON  
SE 132.025 291.65  
SW 135.6 323.275  
N 126.075 239.25COLUMBUS TOWER  
**126.65 379.925**GND CON  
**121.9 275.8**CLNC DEL  
**269.55**

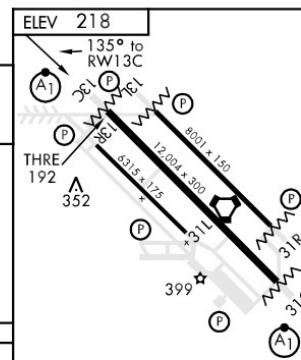
DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV MDA *	780/40	588 (600-¾)		780-1¼	588 (600-1¼)
CIRCLING	840-1	622 (700-1)	840-1¾ 622 (700-¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

MIRL Rwy 13R-31L  
HIRL Rwy 13L-31R and 13C-31C

COLUMBUS, MISSISSIPPI

Amtd 1 10182

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

RNAV (GPS) RWY 13C

APCH CRS 315°	Rwy Idg 12,004 213 Arpt Elev 218
------------------	--

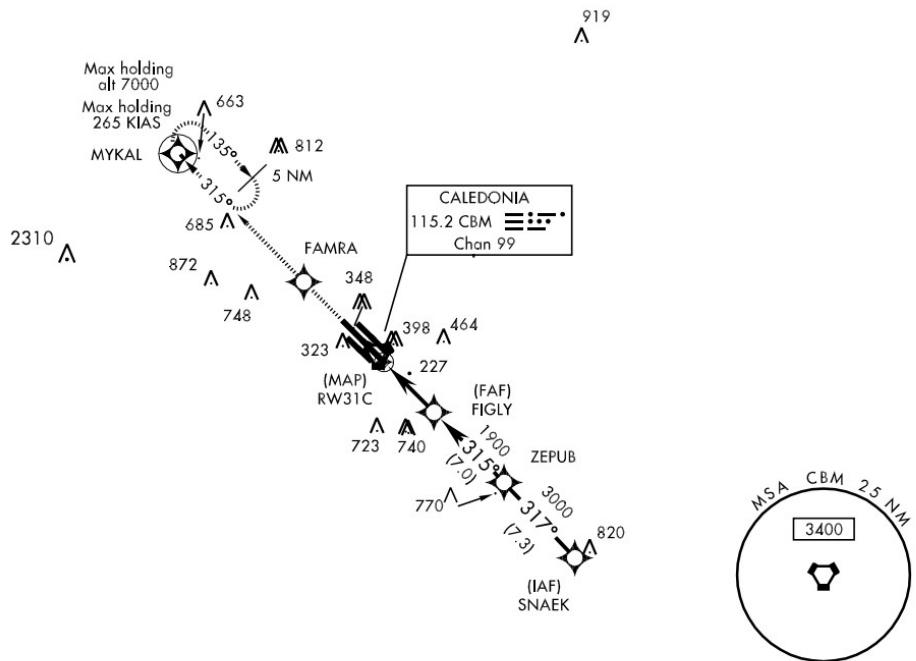
V \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.



MISSED APPROACH: Climb to 4000 direct FAMRA, direct MYKAL and hold as published.

ATIS <b>115.2 273.5</b>	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
----------------------------	---	---	-------------------------------	---------------------------

DME/DME RNP-0.3 NA



SC-4, 23 SEP 2010 to 21 OCT 2010

CATEGORY A B C D E

LNAV MDA*	780/24	567 (600-½)	780-1¼	567 (600-1¼)
CIRCLING	840-1	622 (700-1)	840-1¾	622 (700-1¾)

COLUMBUS, MISSISSIPPI

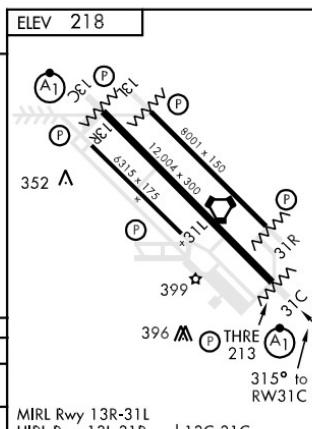
Amdt 1 10182

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

RNAV (GPS) RWY 31C

MIRL Rwy 13R-31L  
HIRL Rwy 13L-31R and 13C-31C



SC-4, 23 SEP 2010 to 21 OCT 2010

VORTAC CBM <b>115.2</b> Chan 99	APCH CRS <b>090°</b>	Rwy Idg THRE Arpt Elev	N/A N/A <b>218</b>
---------------------------------------	-------------------------	------------------------------	--------------------------

AL-91 [USAF]

COLUMBUS AFB (KCBM)

**MISSED APPROACH:** Climbing right turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.

ATIS <b>115.2</b>	COLUMBUS APP CON <b>SE 132.025 291.65</b> <b>SW 135.6 323.275</b> <b>N 126.075 239.25</b>	COLUMBUS TOWER <b>126.65 379.925</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>269.55</b>
----------------------	--	---	-------------------------------	---------------------------

**FOR USE BY 14 FTW  
ACFT ONLY**

A  
2310

CALEDONIA  
115.2 CBM      
Chap. 99

**(IAF) GOMAZ** CBM 20 775  
R-270 090° 4000 ft  
CBM 25 270° Max holding alt 7000 Max holding 265 KIAS

**BABSE** CBM 15 2000 ft  
LR-262 090° 749 ft A

**JUPAD** CBM 7 398 ft A

**TURUE** 595 ft A  
LR-247 3000 ft A

**WODID** CBM 15 Arc 4000 ft A

**(IAF) JOLLI** CBM 15 776 ft A  
R-224 044° 224° Max holding alt 7000 Max holding 265 KIAS

**ELEV 218**

Missed approach requires use of RNAV or ATC radar monitoring

10 NM

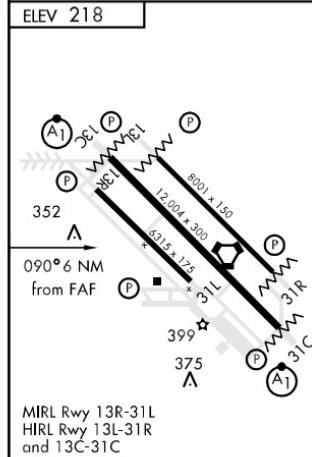
EMERG SAFE ALT 100 NM 3700

MSA CBM 2.5 NM  
3400 ft 150° 060° 2200 ft

Missed approach requires use of RNAV or ATC radar monitoring

EMERG SAFE ALT 100 NM 3700

ELEV 218



MIRL Rwy 13R-31L  
HIRL Rwy 13L-31R  
and 13C-31C

COLUMBUS, M.

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

VOR/DME A

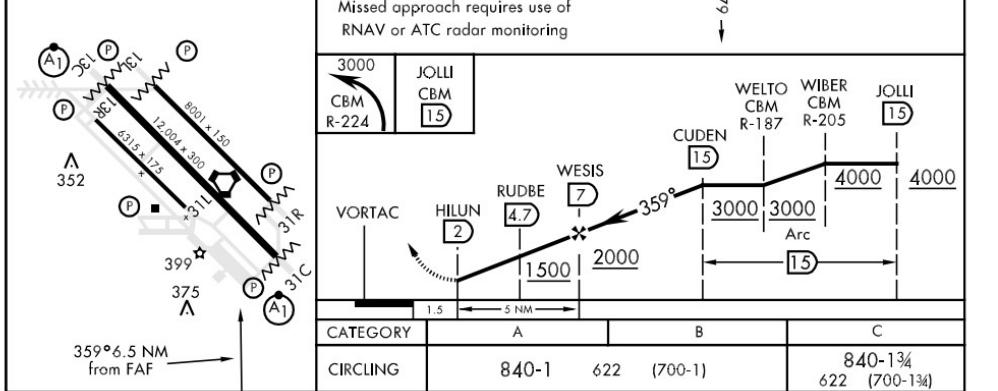
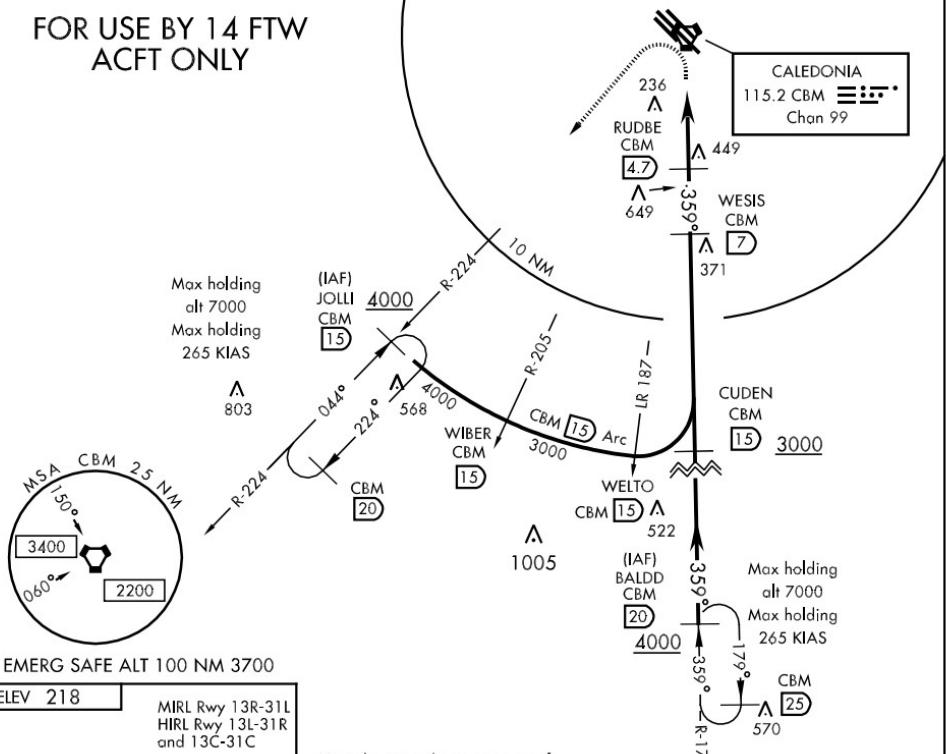
VORTAC CBM	APCH CRS	Rwy Idg	N/A
<b>115.2</b>	<b>359°</b>	<b>THRE</b>	<b>N/A</b>
Chan 99		Arpt Elev	<b>218</b>

APCH CRS	Rwy Idg	N/A
<b>359°</b>	<b>THRE</b>	<b>N/A</b>
	Arpt Elev	<b>218</b>

AL-91 [USAF]	COLUMBUS AFB (KCBM)
--------------	---------------------

ATIS <b>115.2 273.5</b>	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
----------------------------	---	----------------------------------	------------------------	--------------------

FOR USE BY 14 FTW  
ACFT ONLY



VORTAC CBM  
115.2  
Chan 99

APCH CRS  
133°

Rwy Idg 12,004  
TDZE 197  
Apt Elev 218

AL-91 [USAF]

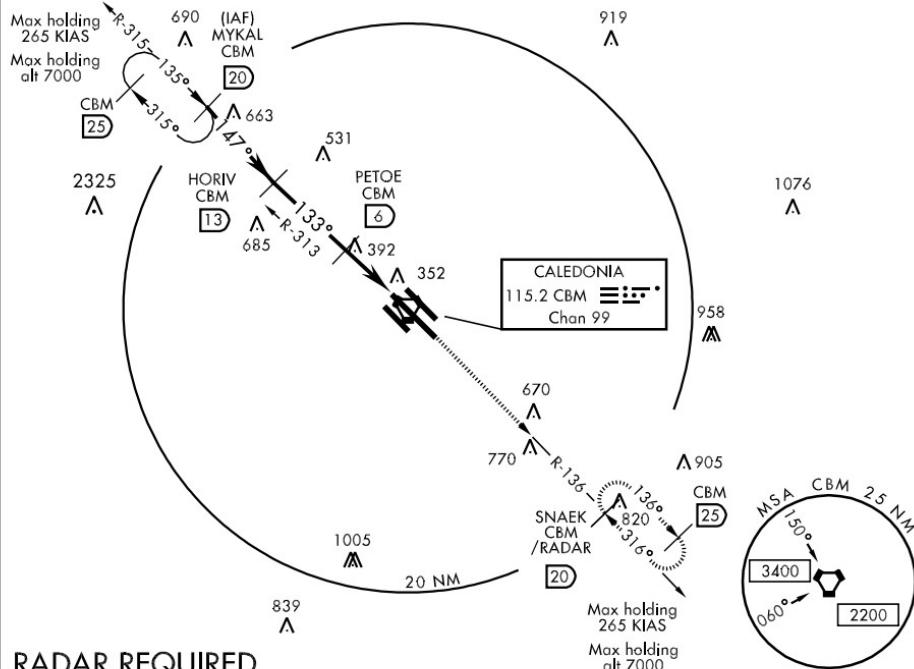
COLUMBUS AFB (KCBM)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.



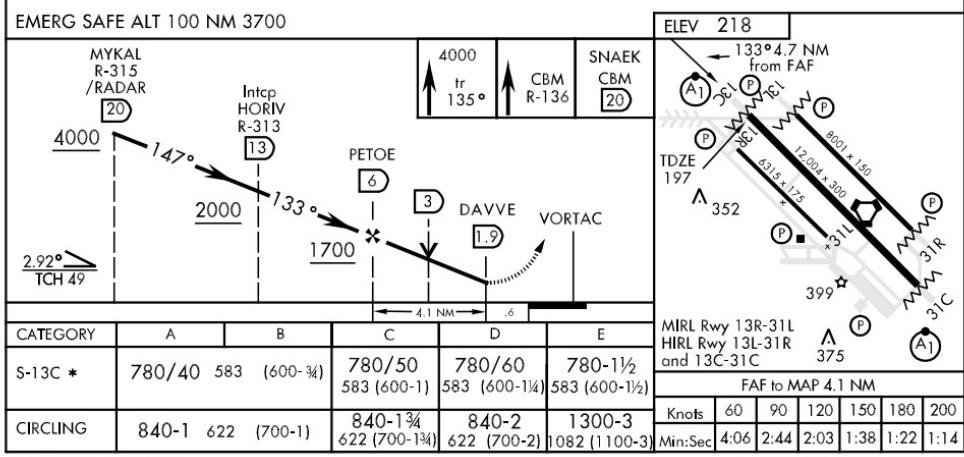
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
---------------------	---	----------------------------------	------------------------	--------------------



## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



VORTAC CBM  
115.2  
Chan 99

APCH CRS  
142°

Rwy Idg 8001  
THRE 193  
Arpt Elev 218

AL-91 [USAF]

COLUMBUS AFB (KCBM)



MISSED APPROACH: Climbing left turn to intercept the CBM R-033 outbound to ZODAR (CBM R-033/20) and hold. Maintain 4000.

ATIS  
115.2 273.5

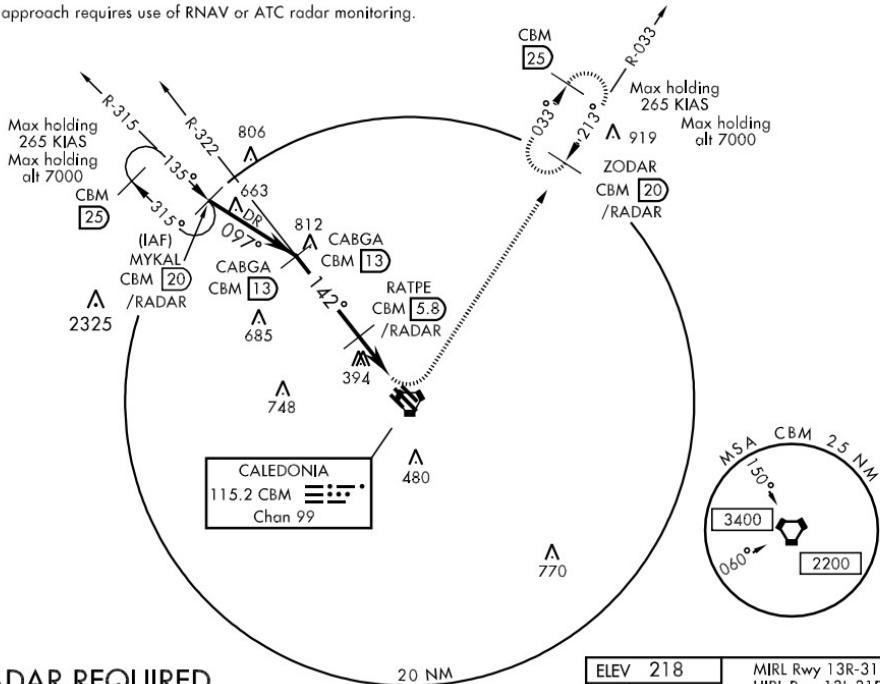
COLUMBUS APP CON  
SE 132.025 291.65  
SW 135.6 323.275  
N 126.075 239.25

COLUMBUS TOWER  
126.65 379.925

GND CON  
121.9 275.8

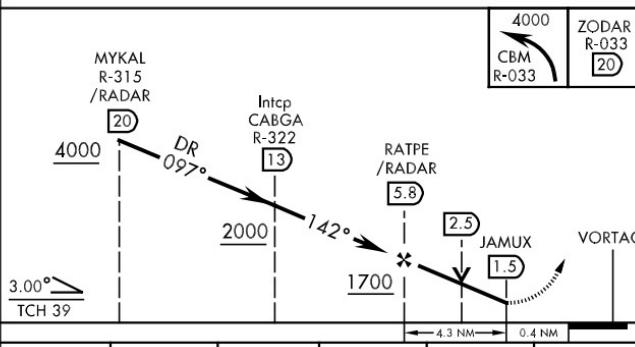
CLNC DEL  
269.55

Missed approach requires use of RNAV or ATC radar monitoring.



### RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY

A

B

C

D

E

S-13L 740/55 547 (600-1)

740-1 547 (600-1%)

FAF to MAP 4.3 NM

CIRCLING 840-1 622 (700-1)

840-1 622 (700-1%)

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

VORTAC CBM  
115.2  
Chan 99

APCH CRS  
317°

Rwy Idg **12,004**  
THRE **213**  
Arpt Elev **218**

AL-91 [USAF]

COLUMBUS AFB (KCBM)

**T** \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.



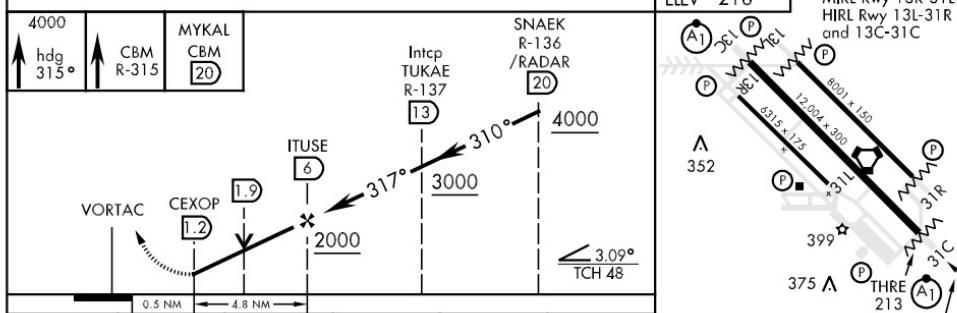
**MISSED APPROACH:** Climb heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

<b>ATIS 115.2 273.5</b>	<b>COLUMBUS APP CON SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25</b>	<b>COLUMBUS TOWER 126.65 379.925</b>	<b>GND CON 121.9 275.8</b>	<b>CLNC DEL 269.55</b>
-----------------------------	---	--	--------------------------------	----------------------------

RADAR REQUIRED

## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E	317° 5.3 NM from FAF						
						FAF to MAP 4.8 NM						
S-31C *	660/24	447	(500-½)	660/45	447	(500-¾)	Knots	60	90	120	150	180
CIRCLING	840-1	622	(700-1)	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)	Min:Sec	4:48	3:12	2:24	1:55	1:36

VORTAC CBM  
115.2  
Chan 99

APCH CRS  
302°

Rwy Idg **8001**  
THRE **213**  
Arpt Elev **218**

AL-91 [USAF]

COLUMBUS AFB (KCBM)

**MISSED APPROACH:** Climbing right turn to intercept the CBM R-033 outbound to ZODAR (CBM R-033/20) and hold. Maintain 4000

ATIS  
115.2 273.5

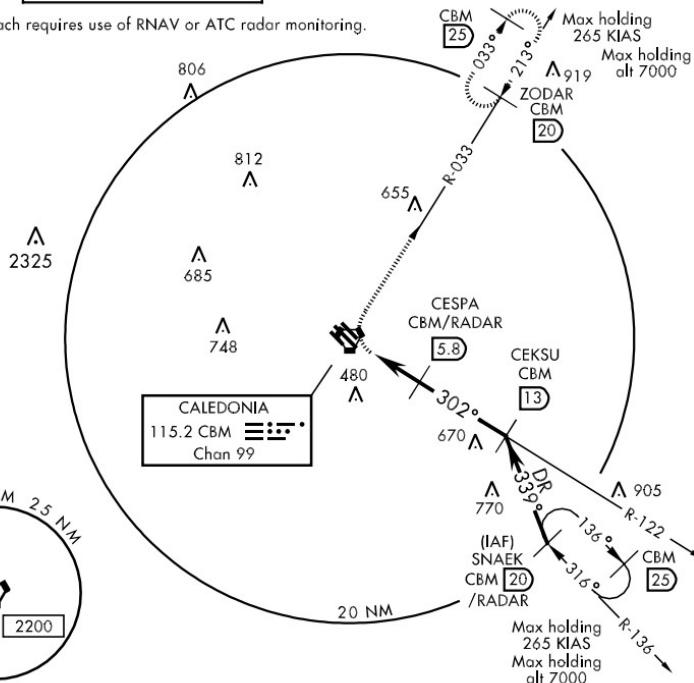
COLUMBUS APP CON  
SE 132.025 291.65  
SW 135.6 323.275  
N 126.025 229.26

COLUMBUS TOWER  
**126.65 379.925**

GND CON  
121.9 275.8

CLNC DEL  
**269.55**

Missed approach requires use of RNAV or ATC radar monitoring



## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

4000  
CBM  
R-033

ZODAR  
R-033  
20

A flight plan diagram showing the route from CESPA/RADAR to SNAEK R-136 via CEKSU R-122. The route is plotted on a grid with headings and distances.

- CESPA** /RADAR (5.8)
- CEKSU** R-122 (13)
- SNAEK** R-136 /RADAR (20)

The route starts at CESPA/RADAR (5.8) and heads towards CEKSU R-122 (13) at  $302^{\circ}$  (2000). From CEKSU R-122 (13), the route continues to SNAEK R-136 /RADAR (20) at  $339^{\circ}$  (400).

Other labels include DR, 3.00°, TCHL 40, and 2000.

CATEGORY	A	B	C	D	E	375 A (P) (A1)					
	780/55	567 (600-1)	780-15/8	567 (600-1%)		FAF to MAP 4.7 NM					
S-31R						Knots	60	90	120	150	180
CIRCLING	840-1	622 (700-1)	840-13/4 622 (700-13/4)	840-2 622 (700-2)	1300-3 1081 (1100-3)	Min:Sec	4:42	3:08	2:21	1:53	1:34

## WEST POINT ONE RWY 13R/31L DEPARTURE SHL-91 [USAF] COLUMBUS, MISSISSIPPI

ATIS 115.2 273.5  
 CLNC DEL  
 126.25 269.55  
 GND CON  
 121.9 275.8  
 COLUMBUS TOWER  
 126.65 379.925  
 COLUMBUS DEP CON  
 132.025 291.65

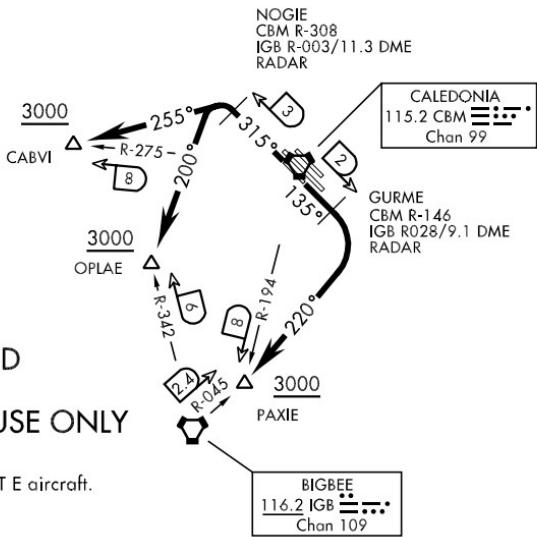
A  
 978

Rwy	Knots	60	120	180	240	300	360
13R (①)	V/V(fpm)	340	680	1010	1350	1680	2020
31L (②)	V/V(fpm)	400	800	1200	1600	2000	2400

ATC Climb Rate

① to PAXIE or 3000

② to CABVI / OPLAE or 3000



Rwy 13R: Do not exceed 220 KIAS until PAXIE

Rwy 31L: Do not exceed 220 KIAS until CABVI / OPLAE

L-18, H-6

#### ▼ DEPARTURE ROUTE DESCRIPTION (BIGBEE)

TAKE-OFF RWY 13R: Cross DER at least 35' AGL/229 MSL. Climb on track 135° to GURME (IGB VORTAC R-028/9.1 DME) then turn right heading 220° to PAXIE (IGB R-045/2.4 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35' AGL/225 MSL. Climb on track 315° to NOGIE (IGB VORTAC R-003/11.3 DME) then turn left heading 200° to OPLAE (IGB R-342/6 DME). Cross OPLAE at or above 3000, then via assigned route or ATC instructions..

#### DEPARTURE ROUTE DESCRIPTION (CALEDONIA)

TAKE-OFF RWY 13R: Cross DER at least 35' AGL/229 MSL. Climb on track 135° to GURME (CBM VORTAC R-146/2 DME) then turn right heading 220° to PAXIE (CBM R-194/8 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35' AGL/225 MSL. Climb on track 315° to NOGIE (CBM VORTAC R-308/3 DME) then turn left heading 255° to CABVI (CBM R-275/8 DME). Cross CABVI at or above 3000, then via assigned route or ATC instructions..

**COLUMBUS–LOWNDES CO** (UBS) 3 SE UTC–6(–5DT)

N33°27.92' W88°22.82'

188 B S4 FUEL 100LL, JET A NOTAM FILE GWO

**RWY 18–36:** H4500X100 (ASPH) S–40, D–70, 2S–89, 2D–120  
MIRL

**RWY 18:** VASI(V2L)—GA 3.0°TCH 25'. Trees.

**RWY 36:** Trees.

**AIRPORT REMARKS:** Attended Mon–Sat 1400–2300Z‡, Sun

1600–2300Z‡. Fuel service after hrs, call 662–327–6907. Public phone avbl outside terminal building 662–327–9852. MIRL Rwy 18–36 ops dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAf/UNICOM 122.8

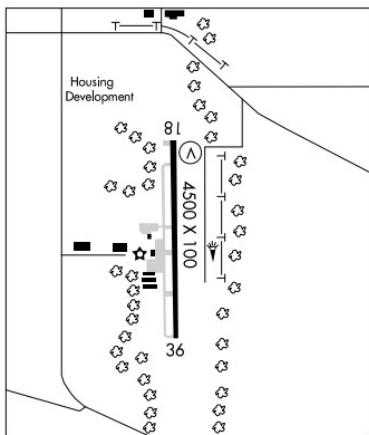
(R) **COLUMBUS APP/DEP CON** 135.6 (1300–0100Z‡ Mon–Fri;  
1600–2300Z‡ Sun, clsd Sat and holidays. Other times ctc

(R) **MEMPHIS CENTER APP/DEP CON** 127.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'  
W88°30.82' 096° 6.8 NM to fld. 240/04E. HIWAS.

MEMPHIS  
L-18H  
IAP



## COLUMBUS/W POINT/STARKVILLE

**GOLDEN TRIANGLE RGNL** (GTR) 10 W UTC–6(–5DT) N33°27.02' W88°35.48'

264 B S2 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE GTR

**RWY 18–36:** H6497X150 (ASPH) S–133, D–200, 2D–300

PCN 30 F/B/Y/T HIRL

**RWY 18:** MALSR. VASI(V4L)—GA 3.0°TCH 56'.

**RWY 36:** REIL. VASI(V4L)—GA 3.0°TCH 56'.

**AIRPORT REMARKS:** Attended continuously. Class I, Index B ARFF

equipment avbl ctc apt manager 662–327–4422. Birds and wildlife invof apt. When twr clsd, all acft opr locally at GTR apt must have a two way radio capable of transmitting/receiving CTAF and maintain radio contact. One stop transient acft exempt from requirement. ACTIVATE HIRL Rwy 18–36; MALSR Rwy 18; REIL Rwy 36 and twy lgts—118.2.

**WEATHER DATA SOURCES:** AWOS–3 126.375 (662) 328–7798.

**COMMUNICATIONS:** CTAf 118.2 ATIS 126.375 UNICOM 122.95

(R) **COLUMBUS APP/DEP CON** 135.6 (1300–0100Z‡ Mon–Fri,

1600–2300Z‡ Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1

**COLUMBUS CLNC DEL** 126.25

**TOWER** 118.2 (1200–0200Z‡) **GND CON/CLNC DEL** 135.375

**AIRSPACE CLASS D** svc (1200–0200Z‡) other times CLASS E.

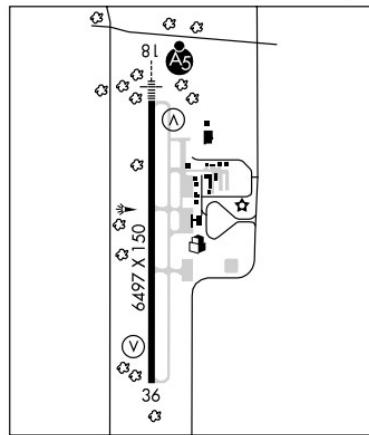
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 238°4.4 NM to fld. 240/04E. HIWAS.

**ILS** 110.7 I–GTR Rwy 18. (Unmonitored 0500–1130Z‡).

**LOC/DME** 111.15 I–RVT Chan 48(Y) Rwy 36.

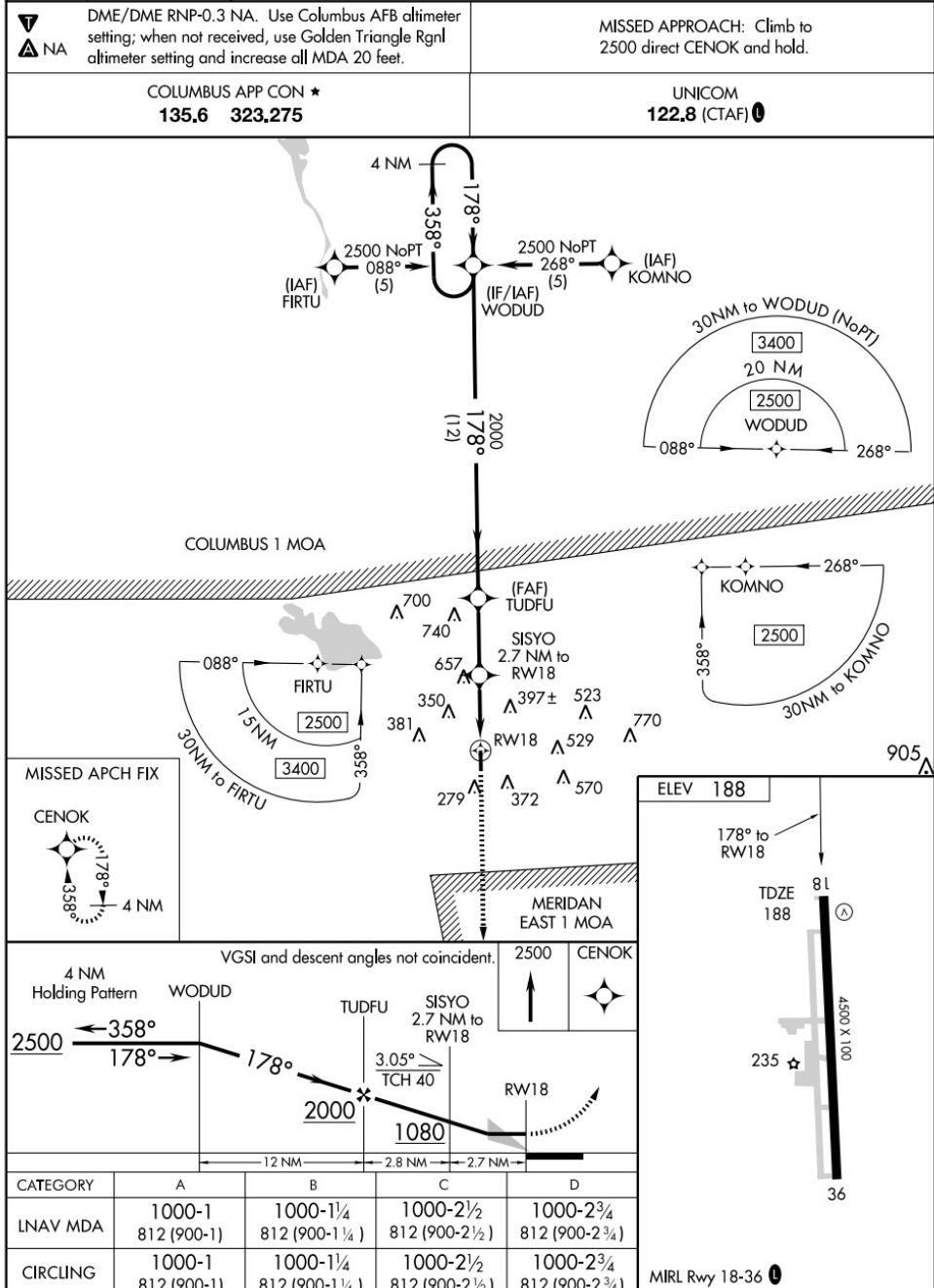
MEMPHIS  
H-6J, L-18H  
IAP, AD



APP CRS <b>178°</b>	Rwy Idg <b>4500</b>
TDZE <b>188</b>	188
Apt Elev <b>188</b>	

# RNAV (GPS) RWY 18

COLUMBUS-LOWNDES COUNTY (UBS)



APP CRS <b>358°</b>	Rwy Idg <b>4500</b>
TDZE <b>187</b>	Apt Elev <b>188</b>

# RNAV (GPS) RWY 36

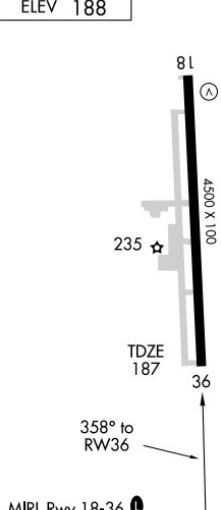
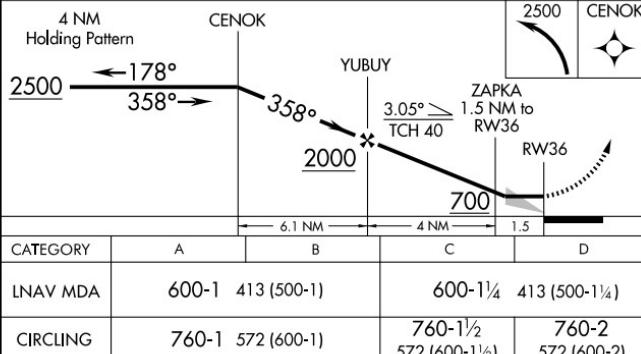
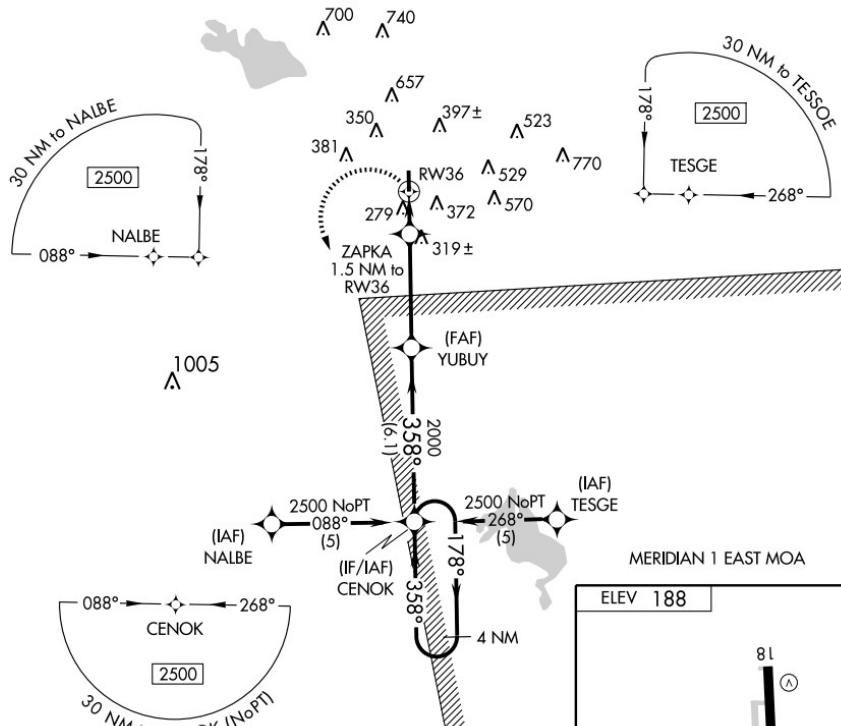
COLUMBUS-LOWNDES COUNTY (UBS)

**V** DME/DME RNP-0.3 NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting  
**A** NA and increase all MDA 20 feet, LNAV Cat D visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climbing left turn to 2500 direct CENOK and hold.

COLUMBUS APP CON ★  
**135.6    323.275**

UNICOM  
**122.8 (CTAF)** ①



VORTAC IGB 116.2 Chan 109	APP CRS 097°	Rwy Idg TDZE Apt Elev	N/A N/A 188
---------------------------------	-----------------	-----------------------------	-------------------

**VOR-A**  
COLUMBUS-LOWNDES COUNTY (UBS)

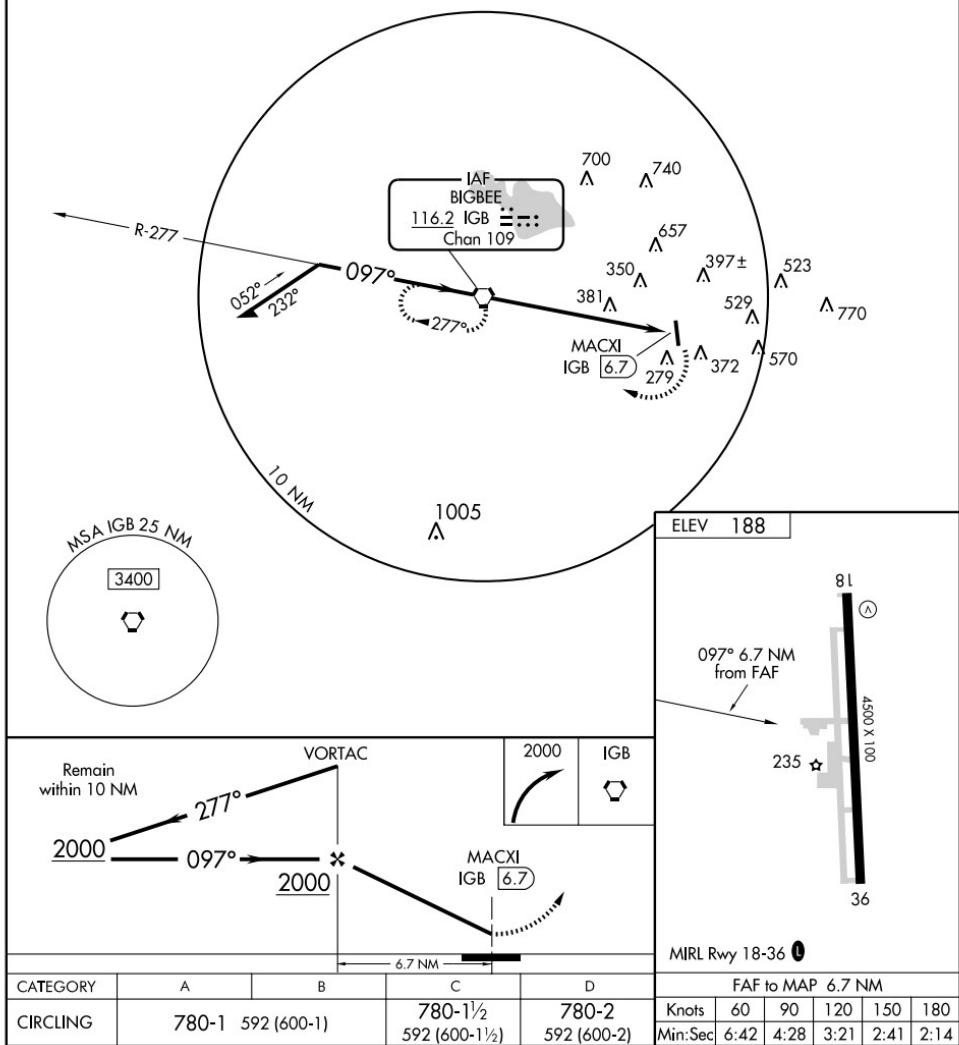
▼ Use Columbus AFB altimeter setting; when not received,  
use Golden Triangle Rgnl altimeter setting and increase  
all MDA 20 feet, Cat C visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climbing right turn to 2000  
direct IGB VORTAC and hold.

COLUMBUS APP CON ★  
135.6 323.275

UNICOM  
122.8 (CTAF) Ⓛ

SC-4, 23 SEP 2010 to 21 OCT 2010



10210

## AIRPORT DIAGRAM

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)  
AL-5855 (FAA)

ATIS  
126.375  
GOLDEN TRIANGLE TOWER  
118.2 298.875  
GND CON  
135.375 322.475  
CLNC DEL  
135.375 322.475  
126.25 (When Tower Closed)

ELEV 260  
81  
181.9°  
VAR 1.4° N  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

33° 27.5' N

33° 27' N

RWY 18-36  
PCN 30 F/B/Y/T  
S-133, D-200, 2D-300

ELEV 256  
36  
001.6°

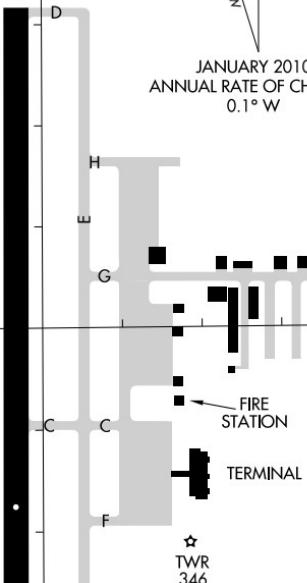
88° 36' W

88° 35.5' W

88° 35' W

FIELD  
ELEV  
264

6497 X 150



AIRPORT DIAGRAM

10210

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI  
COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

SC-4, 23 SEP 2010 to 21 OCT 2010

**COLUMBUS–LOWNDES CO** (UBS) 3 SE UTC–6(–5DT)

N33°27.92' W88°22.82'

188 B S4 FUEL 100LL, JET A NOTAM FILE GWO

**RWY 18–36:** H4500X100 (ASPH) S–40, D–70, 2S–89, 2D–120  
MIRL

**RWY 18:** VASI(V2L)—GA 3.0°TCH 25'. Trees.

**RWY 36:** Trees.

**AIRPORT REMARKS:** Attended Mon–Sat 1400–2300Z‡, Sun

1600–2300Z‡. Fuel service after hrs, call 662–327–6907. Public phone avbl outside terminal building 662–327–9852. MIRL Rwy 18–36 ops dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAf/UNICOM 122.8

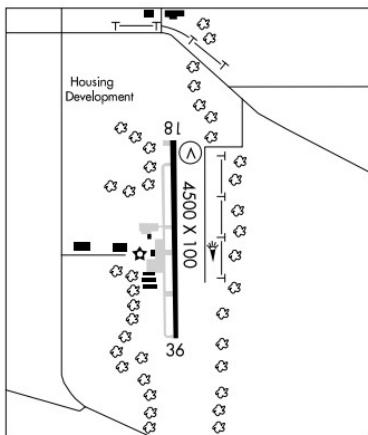
(R) **COLUMBUS APP/DEP CON** 135.6 (1300–0100Z‡ Mon–Fri;  
1600–2300Z‡ Sun, clsd Sat and holidays. Other times ctc

(R) **MEMPHIS CENTER APP/DEP CON** 127.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'  
W88°30.82' 096° 6.8 NM to fld. 240/04E. HIWAS.

MEMPHIS  
L-18H  
IAP



## COLUMBUS/W POINT/STARKVILLE

**GOLDEN TRIANGLE RGNL** (GTR) 10 W UTC–6(–5DT) N33°27.02' W88°35.48'

264 B S2 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE GTR

**RWY 18–36:** H6497X150 (ASPH) S–133, D–200, 2D–300

PCN 30 F/B/Y/T HIRL

**RWY 18:** MALSR. VASI(V4L)—GA 3.0°TCH 56'.

**RWY 36:** REIL. VASI(V4L)—GA 3.0°TCH 56'.

**AIRPORT REMARKS:** Attended continuously. Class I, Index B ARFF

equipment avbl ctc apt manager 662–327–4422. Birds and wildlife invof apt. When twr clsd, all acft opr locally at GTR apt must have a two way radio capable of transmitting/receiving CTAF and maintain radio contact. One stop transient acft exempt from requirement. ACTIVATE HIRL Rwy 18–36; MALSR Rwy 18; REIL Rwy 36 and twy lgts—118.2.

**WEATHER DATA SOURCES:** AWOS–3 126.375 (662) 328–7798.

**COMMUNICATIONS:** CTAf 118.2 ATIS 126.375 UNICOM 122.95

(R) **COLUMBUS APP/DEP CON** 135.6 (1300–0100Z‡ Mon–Fri,

1600–2300Z‡ Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1

**COLUMBUS CLNC DEL** 126.25

**TOWER** 118.2 (1200–0200Z‡) **GND CON/CLNC DEL** 135.375

**AIRSPACE CLASS D** svc (1200–0200Z‡) other times CLASS E.

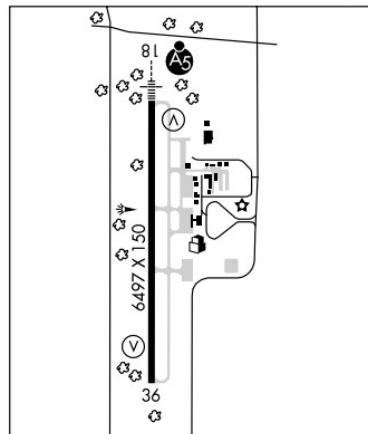
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 238°4.4 NM to fld. 240/04E. HIWAS.

**ILS 110.7** I-GTR Rwy 18. (Unmonitored 0500–1130Z‡).

**LOC/DME 111.15** I-RVT Chan 48(Y) Rwy 36.

MEMPHIS  
H-6J, L-18H  
IAP, AD



LOC I-GTR	APP CRS	Rwy Idg	<b>6497</b>
<b>110.7</b>	<b>179°</b>	TDZE	<b>264</b>
		Apt Elev	<b>264</b>

**ILS or LOC RWY 18**

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

**T** If local altimeter setting not received, use Tupelo Rgnl altimeter setting and increase DA to 590 feet  
**A** and all MDAs 140 feet.

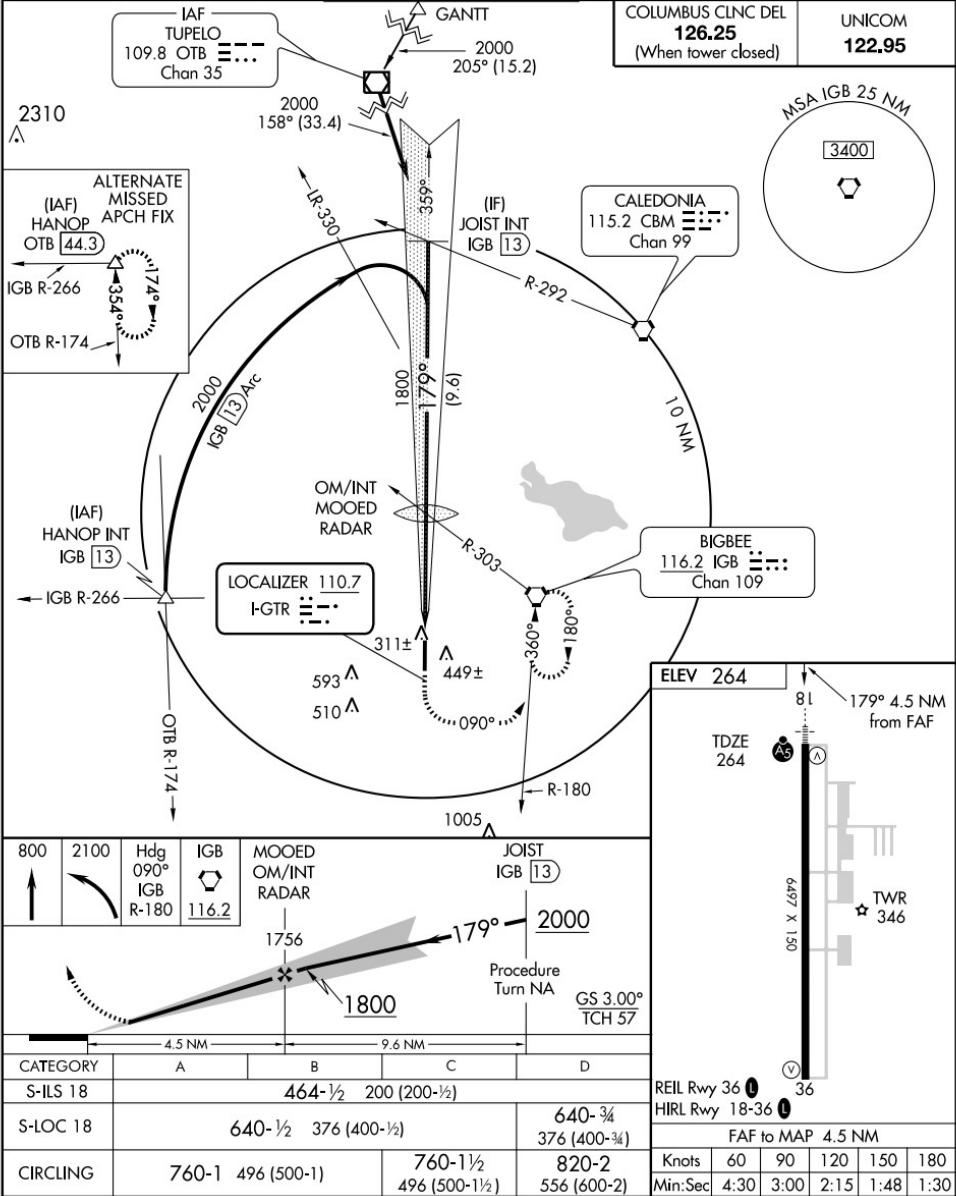


MISSED APPROACH: Climb to 800 then climbing left turn to 2100 via Heading 090° and IGB R-180 to IGB VORTAC and hold.

ATIS	COLUMBUS APP CON *	GOLDEN TRIANGLE TOWER*	GND CON	CLNC DEL
<b>126.375</b>	<b>135.6 323.275</b>	<b>118.2 (CTAF) 0 298.875</b>	<b>135.375 322.475</b>	<b>135.375 322.475</b>

COLUMBUS CLNC DEL	UNICOM
<b>126.25</b>	<b>122.95</b>

(When tower closed)



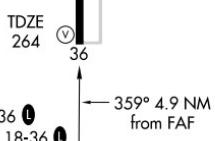
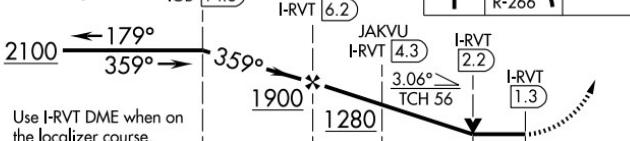
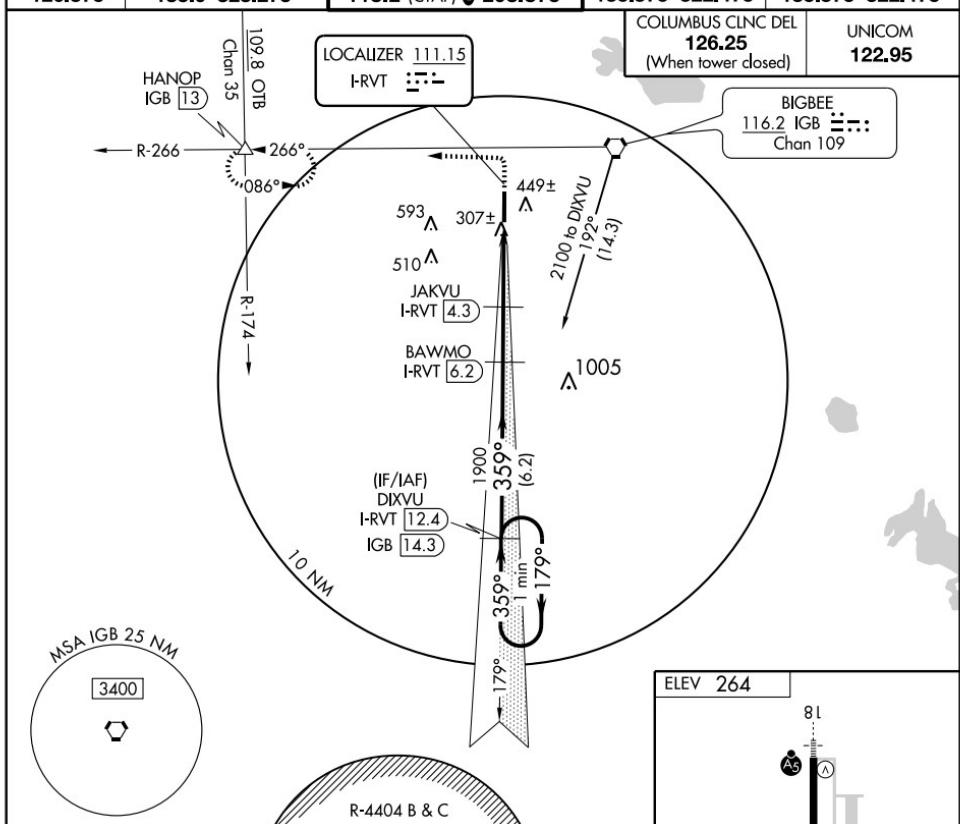
LOC I-RVT  
111.15APP CRS  
359°Rwy Idg 6497  
TDZE 264  
Apt Elev 264

## LOC/DME RWY 36

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

**V** When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 40 feet; increase S-36 Cat D visibility  $\frac{1}{4}$  mile.  
**A** VDP NA when using Columbus AFB altimeter setting.

**MISSID APPROACH:** Climb to 700 then climbing left turn to 2400 via IGB VORTAC R-266 to HANOP INT/IGB 13 DME and hold.

ATIS  
126.375COLUMBUS APP CON★  
135.6 323.275GOLDEN TRIANGLE TOWER★  
118.2 (CTAF) 0 298.875GND CON  
135.375 322.475CLNC DEL  
135.375 322.475

## RNAV (GPS) RWY 18

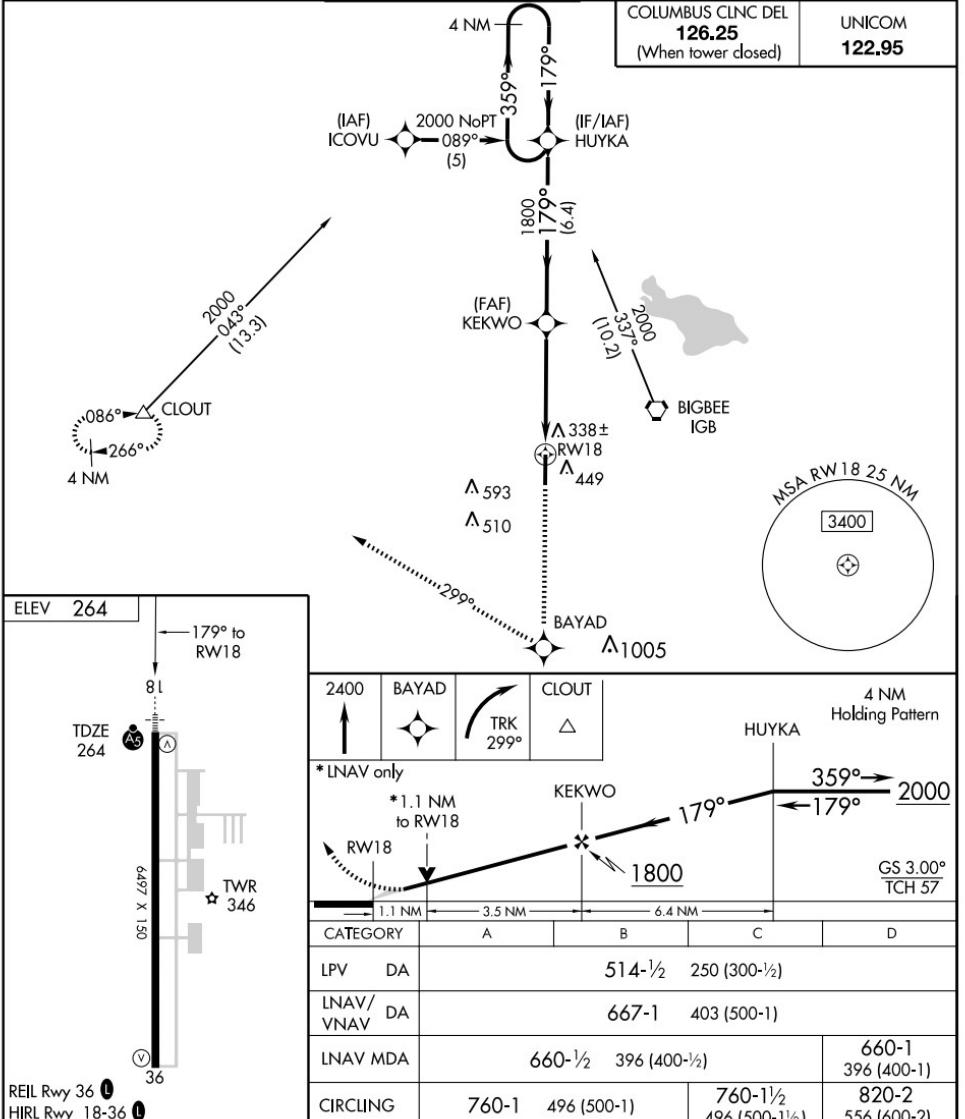
COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

WAAS CH 63203 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	6497 264 264
--------------------------	-----------------	-----------------------------	--------------------

▼ For inoperative MALSR, increase LNAV Cat D visibility to 1 1/4. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.  
 ▲ Baro-VNAV and VDP NA when using Tupelo Rgnl altimeter setting. When local altimeter setting not received, use Tupelo Regional altimeter setting and increase all DA/MDA 140 feet; LPV visibility 1/4 mile all Cats, LNAV/VNAV visibility 1/2 mile all Cats, LNAV Cat C visibility 1/2 mile, LNAV Cat D visibility 1/4 mile and Circling Cat C and D visibility 1/4 mile. For inoperative MALSR, when using Tupelo Rgnl altimeter setting, increase LPV all Cats visibility to 1 1/4 mile.

MALSR  
 MISSED APPROACH: Climb to 2400 direct BAYAD and right turn via 299° track to CLOUD and hold.

ATIS 126.375	COLUMBUS APP CON *	GOLDEN TRIANGLE TOWER★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
-----------------	--------------------	--	----------------------------	-----------------------------





**CORINTH**

**ROSCOE TURNER** (CRX) 4 SW UTC-6(-5DT) N34°54.90' W88°36.21'

425 B S4 FUEL 100LL, JET A NOTAM FILE GWO

**RWY 18-36:** H6500X100 (ASPH-GRVD) S-30 MIRL 0.3% up S

RWY 18: MALSR. PAPI(P2L)—GA 3.0° TCH 45'.

RWY 36: PAPI(P2L)—GA 3.0° TCH 54'.

**AIRPORT REMARKS:** Attended Mon-Sat daigt, Sun 1400Z±-dusk.

ACTIVATE MIRL Rwy 18-36, MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.675 (662) 287-5103.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

(R) MEMPHIS CENTER APP/DEP CON 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKL.

JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.54' 194°42.7 NM to fld. 630/02E.

SEYER NDB(LOM) 334 UU N35°00.93' W88°36.94' 173° 6.1

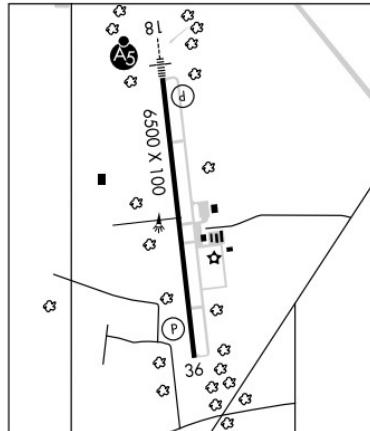
NM to fld.

ILS 111.1 I-UUR Rwy 18 Class IA. LOM SEYER NDB.

MEMPHIS

H-6J, L-18G

IAP

**CROSBY MUNI** (C71) 1 NE UTC-6(-5DT) N31°17.76' W91°03.17'

HOUSTON

L-21B, 22F

336 NOTAM FILE GWO

Not insp.

**RWY 17-35:** H3127X60(ASPH) S-16

RWY 17: Trees. RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HEZ.

NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09' W91°17.98' 147° 20.7 NM to fld. 280/03E.  
(DME unmonitored).

**CRYSTAL SPRINGS**

**COPIAH CO** (M11) 4 S UTC-6(-5DT) N31°54.18' W90°22.12'

NEW ORLEANS

L-22F

443 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 17-35:** H3000X75 (ASPH) S-10 MIRL

RWY 17: REIL. Trees. RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z±. For svc after hrs call 601-695-9874. Livestock on and invof rwy. Rwy 17-35 cracks in pavement and loose gravel all sfcs. Terrain drops off abruptly 100' from both ends of rwy.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

MCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27' W90°15.49' 348° 36.3 NM to fld. 440/03E.  
HIWAS

**DEAN GRIFFIN MEML** (See WIGGINS)

**DIAMONDHEAD** (66Y) 0 SW UTC-6(-5DT) N30°21.78' W89°23.26'

NEW ORLEANS

L-21C, 22G

14 Fuel 100LL NOTAM FILE GWO

**RWY 18-36:** H3800X75 (ASPH) S-12 LIRL (NSTD)

RWY 18: Thld dsplcd 613'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±. Sat 1330-2230Z±. Fuel avbl 24 hrs with credit card. Rwy 18 low ints dsplcd thld bar located 496' south of end of pavement, dsplcd thld edge lighting located 597' south of end of pavement. Rwy 18-36 LIRL OTS indef. ACTIVATE LIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

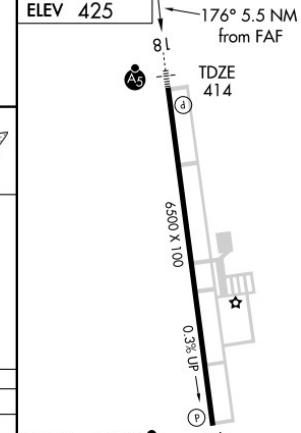
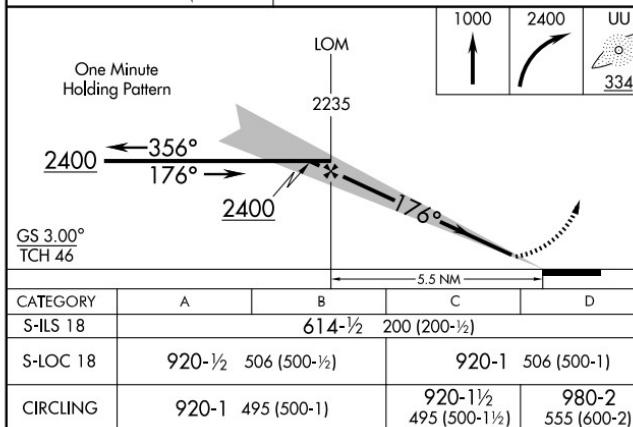
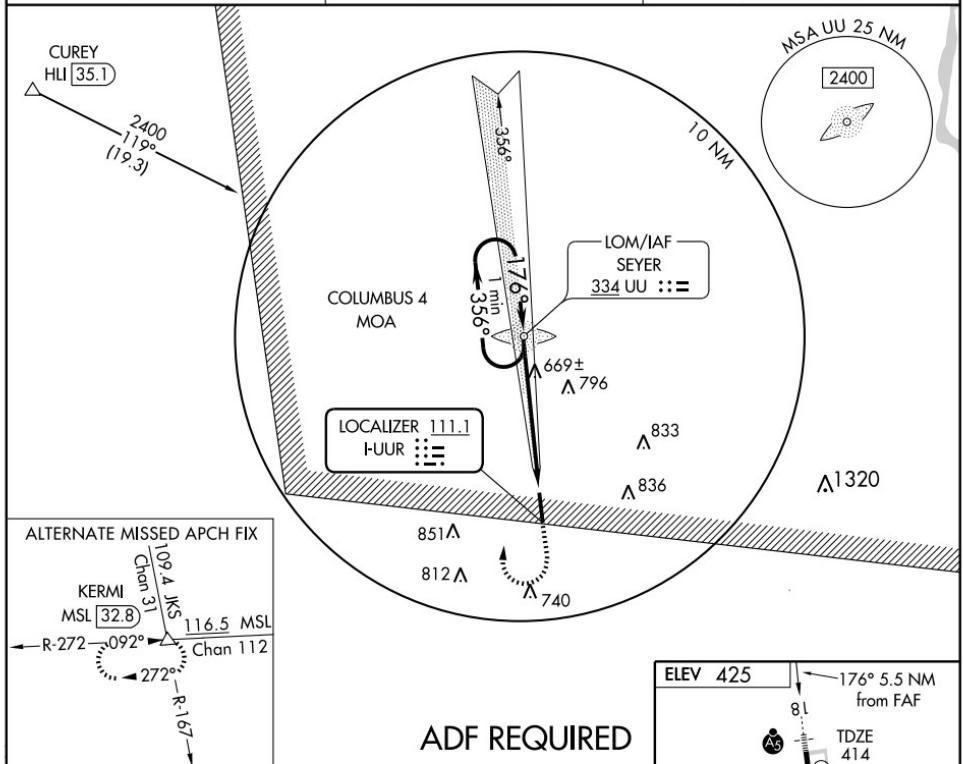
GULFPORT (L) VORTAC 109.0 GPT Chan 27 N30°24.41' W89°04.61' 261° 16.3 NM to fld. 23/02E. HIWAS.

LOC I-UUR  
111.1APP CRS  
176°Rwy Idg 6500  
TDZE 414  
Apt Elev 425ILS or LOC RWY 18  
CORINTH/ROSCOE TURNER (CRX)

**T** When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682, and all MDAs 80 feet; increase S-LOC 18 Cat D visibility  $\frac{1}{4}$  mile. For inoperative MALSR when using Selmer altimeter setting increase S-ILS 18 all Cats visibility to 1 mile. ADF required.



MISSIED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

AWOS-3  
118.675MEMPHIS CENTER  
135.9 273.55UNICOM  
122.8 (CTAF) 0

WAAS Chan 72806 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	6500 414 425
----------------------------	-----------------	-----------------------------	--------------------

# RNAV (GPS) RWY 18

CORINTH/ROSCOE TURNER (CRX)

- T** BARO-VNAV NA when using Selmer altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities  $\frac{1}{4}$  mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.

MALSR

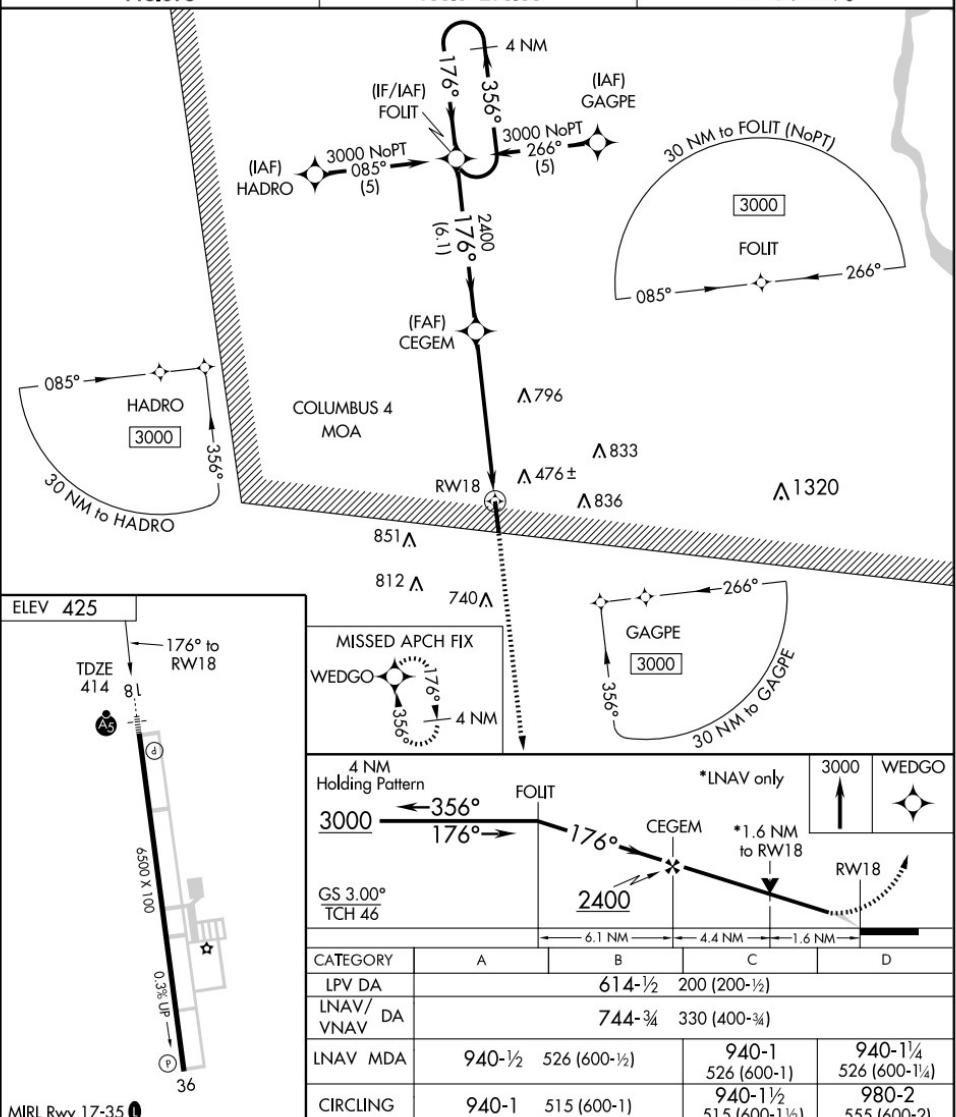


MISSED APPROACH:  
Climb to 3000 direct  
WEDGO and hold.

AWOS-3  
**118.675**

MEMPHIS CENTER  
**135.9 273.55**

UNICOM  
**122.8 (CTAF)**

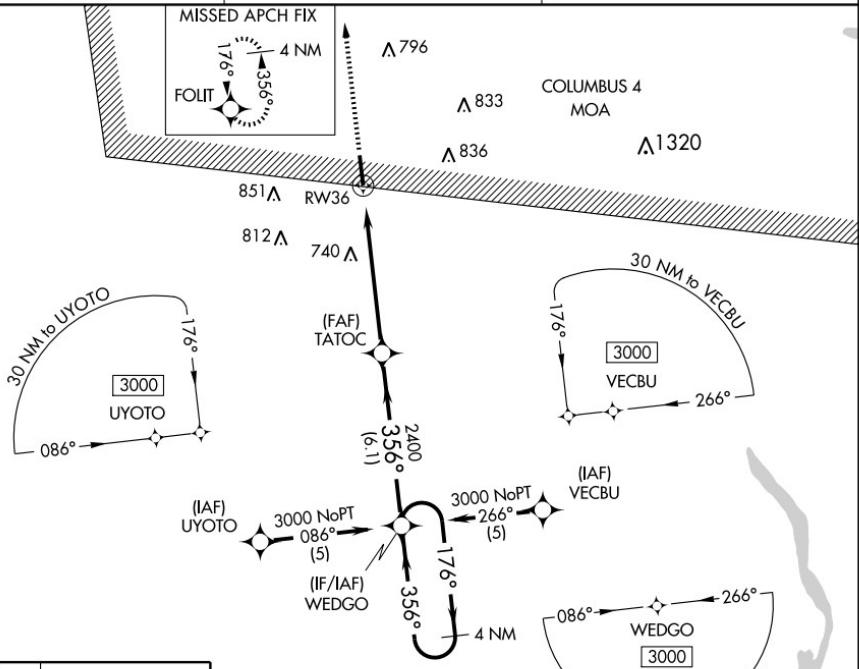


APP CRS	Rwy Idg	6500
356°	TDZE	425
	Apt Elev	425

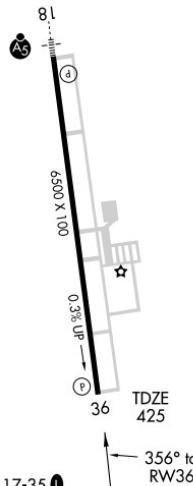
# RNAV (GPS) RWY 36

CORINTH/ROSCOE TURNER (CRX)

- ▼ When VGSI inoperative, straight-in/circling Rwy 36 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Selmer altimeter setting and increase all MDAs 80 feet; increase all Cat C and D visibilities  $\frac{1}{4}$  mile. DME/DME RNP-0.3 NA.
- ▲ MISSED APPROACH: Climb to 3000 direct FOLIT and hold.

AWOS-3  
118.675MEMPHIS CENTER  
135.9 273.55UNICOM  
122.8 (CTAF) 0

ELEV 425



CORINTH, MISSISSIPPI

Orig 08045

34°55'N-88°36'W

CORINTH/ROSCOE TURNER (CRX)

# RNAV (GPS) RWY 36

**DREW**

**RULEVILLE-DREW** (M37) 2 S UTC-6(-5DT) N33°46.58' W90°31.50'

137 B NOTAM FILE GWO

**RWY 18-36:** H3000X60 (ASPH) S-16 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended irregularly. Rotating bcn OTS indef. MIRL

Rwy 18-36 ops

dusk-0400Z; after 0400Z ACTIVATE—CTAF. PAPI Rwy 18 and

Rwy 36 on continuously. Rwy 18-36 MIRL OTS indef.

**COMMUNICATIONS:** CTAf 122.9

(R) MEMPHIS CENTER APP/DEP CON 135.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

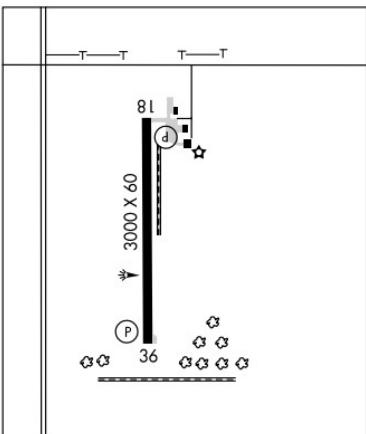
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 324° 22.5 NM to fld. 125/03E.

MEMPHIS

L-18G

IAP

**EATON** N31°25.12' W89°20.26' NOTAM FILE GWO.

(L) VORTAC 110.6 LBY Chan 43 356° 2.9 NM to Hattiesburg-Laurel Rgnl. 290/05E.

NEW ORLEANS

H-6J, L-22G

Unusable 300°-000° byd 30 NM. VOR portion unusable 241°-251°.

RCO 122.1R 110.6T (GREENWOOD RADIO)

**EUPORA** (Ø6M) 2 W UTC-6(-5DT) N33°32.09' W89°18.79'

MEMPHIS

L-18G

450 B NOTAM FILE GWO

**RWY 14-32:** H3000X60 (ASPH) S-20 MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 35'. Trees. RWY 32: PAPI(P2L)—GA 3.0° TCH 42'.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.

**COMMUNICATIONS:** CTAf 122.9.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 270° 40.2 NM to fld. 240/04E. HIWAS.

**FERNI** N31°15.27' W90°30.63' NOTAM FILE MCB.

NEW ORLEANS

L-21B, 22F

NDB (MHW/LOM) 413 MC 156° 5 NM to Mc Comb-Pike Co—John E Lewis Fld.

**FLETCHER FLD** (See CLARKSDALE)**FOREST****G. V. MONTGOMERY** (2M4) 1 S UTC-6(-5DT) N32°21.21' W89°29.32'

MEMPHIS

L-18G

517 B NOTAM FILE GWO

**RWY 16-34:** H3600X75 (ASPH) S-25 MIRL

RWY 16: Trees. RWY 34: Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 16-34—CTAF.

**COMMUNICATIONS:** CTAf/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 263° 34.8 NM to fld. 580/05E.

HIWAS.

**GEORGE M. BRYAN** (See STARKVILLE)**GOLDEN TRIANGLE RGNL** (See COLUMBUS/W POINT/STARKVILLE)**GREENE CO** N31°05.88' W88°29.17' NOTAM FILE GWO.

NEW ORLEANS

(H) VORTACW 115.7 GCV Chan 104 030° 26 NM to Roy Wilcox. 300/05E.

H-6J, L-21C, 22G

VOR portion unusable: 138°-238° blo 5000'; 291°-339° blo 4000'.

VORTAC SQS 114.7 Chan 94	APP CRS 324°	Rwy Idg TDZE	N/A N/A 137
--------------------------------	-----------------	-----------------	-------------------

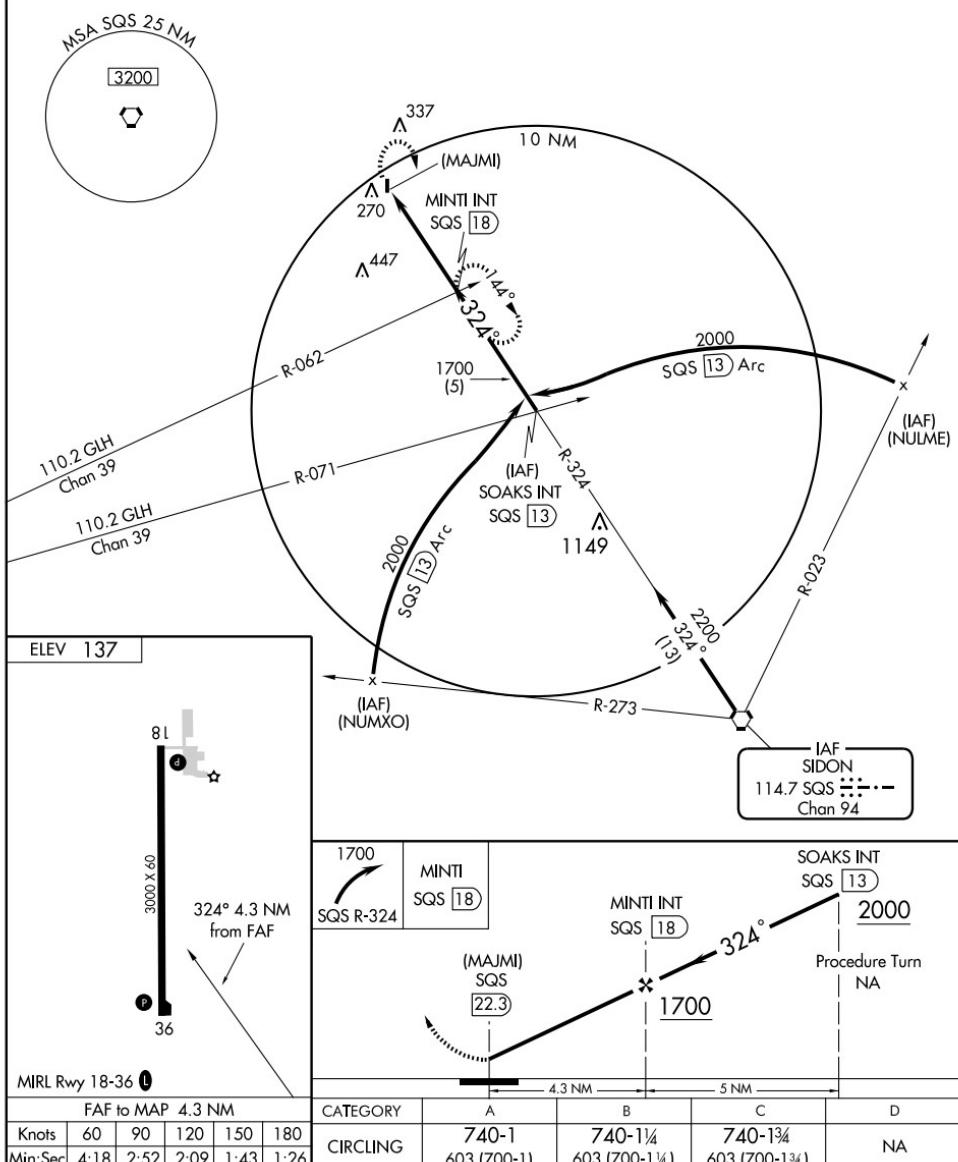
**VOR or GPS-A**  
DREW/RULEVILLE-DREW(M37)

▼ NA Use Greenwood altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via SQS R-324 to MINTI Int and hold.

MEMPHIS CENTER  
135.875 269.35

CTAF  
122.9



10210

## AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)  
GREENVILLE, MISSISSIPPI

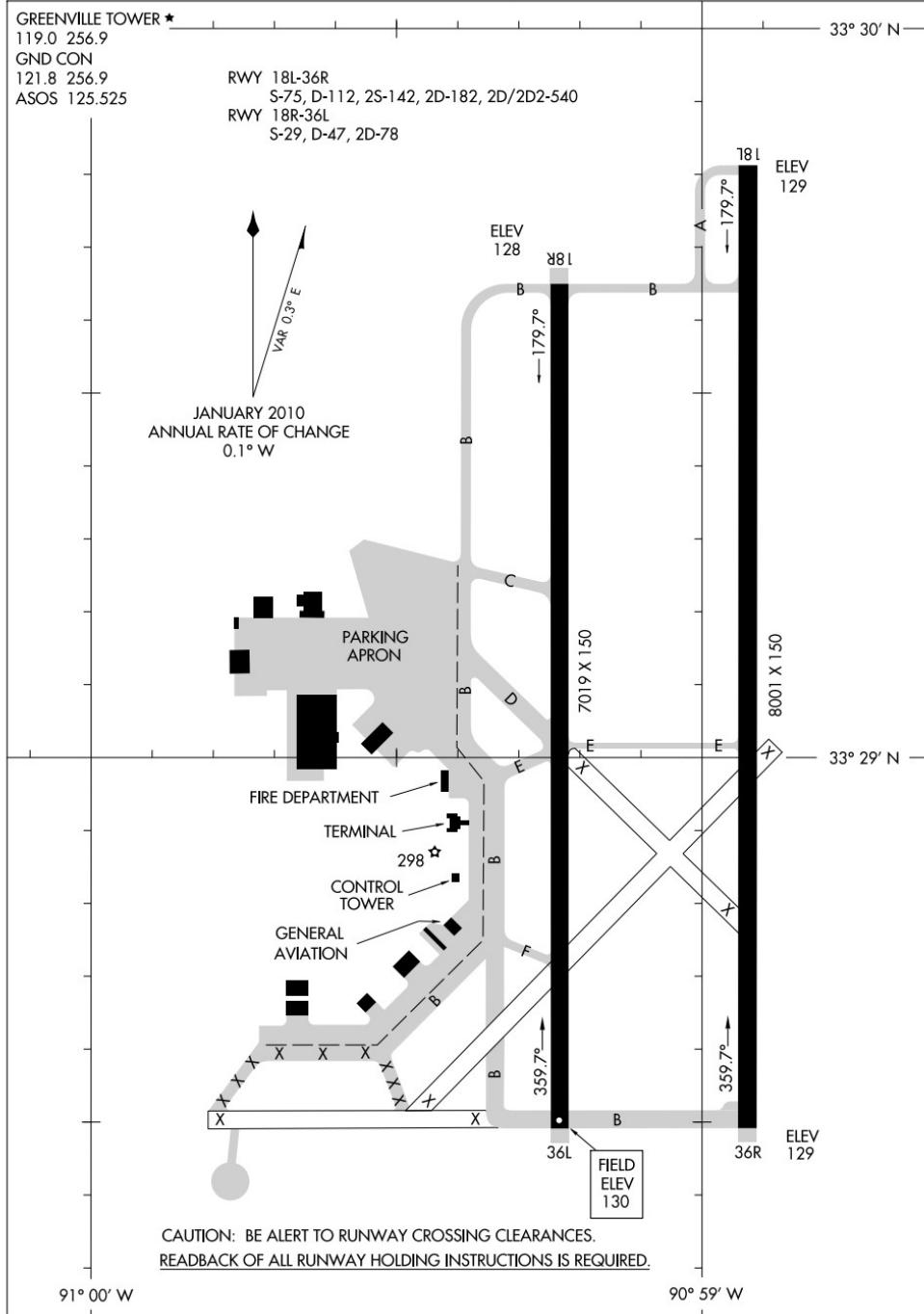
GREENVILLE TOWER ★  
 119.0 256.9  
 GND CON  
 121.8 256.9  
 ASOS 125.525

RWY 18L-36R  
 S-75, D-112, 2S-142, 2D-182, 2D/2D2-540  
 RWY 18R-36L  
 S-29, D-47, 2D-78

33° 30' N

JANUARY 2010  
 ANNUAL RATE OF CHANGE  
 0.1° W

SC-4 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

10210

GREENVILLE, MISSISSIPPI  
GREENVILLE/MID DELTA RGNL (GLH)

**GREENEVILLE** N33°31.41' W90°58.98' NOTAM FILE GLH.

(L) VOR/DME 110.2 GLH Chan 39 179° 2.4 NM to Mid Delta Rgnl. 130/04E.  
RCO 122.1R 110.2T (GREENWOOD RADIO)

MEMPHIS

L-18F

## GREENEVILLE

**MID DELTA RGNL** (GLH) 5 NE UTC-6(-5DT) N33°28.97' W90°59.14'

131 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE GLH

**RWY 18L-36R:** H8001X150 (ASPH-GRVD) S-75, D-112, 2S-142, 2D-182, 2D/2D2-540 HIRL

MEMPHIS

H-6J, L-18F

IAP, AD

**RWY 18L:** MALSR.

**RWY 36R:** REIL VASI (V4L)—GA 3.0° TCH 51'. Tree. Rgt tfc.

**RWY 18R-36L:** H7019X150 (ASPH-CONC) S-29, D-47, 2D-78 MIRL

**RWY 18R:** VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc.

**RWY 36L:** VASI(V4L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1200-0400Z‡. Rwy 18R-36L no tkf or Indg authorized for air carrier aircraft. Rwy 18R-36L surface is rough and has several large bumps or heaves. Rwy 18L-36R center 50' of pavement is fair. Outer edges of Rwy 18L-36R are in poor condition producing foreign object debris. Rwy 18R-36L MIRL OTS indef. VASI Rwy 36R opr continuously. When twr clsd HIRL Rwy 18L-36R preset med ints, to increase ints and ACTIVATE MALSR Rwy 18L—CTAF.

**WEATHER DATA SOURCES:** ASOS 125.525 (662) 332-0863. LAWRS.

**COMMUNICATIONS:** CTAF 119.0 UNICOM 122.95

MEMPHIS CENTER APP/DEP CON 135.875

GREENVILLE TOWER 119.0 (1300-0100Z‡) GND CON 121.8

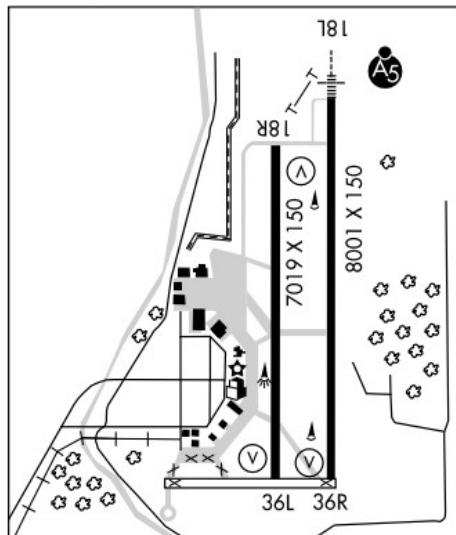
**AIRSPACE:** CLASS D svc 1300-0100Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 179° 2.4 NM to fld. 130/04E.

METCALF NDB (MHW) 359 MTQ N33°25.52' W90°58.93' 354° 3.5 NM to fld.

ILS 109.1 I-GLH Rwy 18L. Class IE. (Unmonitored when twr clsd). LOC Backcourse unusable. MM OTS indef.



LOC I-GLH	APP CRS	Rwy Idg	<b>8001</b>
<b>109.1</b>	<b>177°</b>	TDZE	<b>129</b>
		Apt Elev	<b>131</b>

# ILS OR LOC RWY 18L

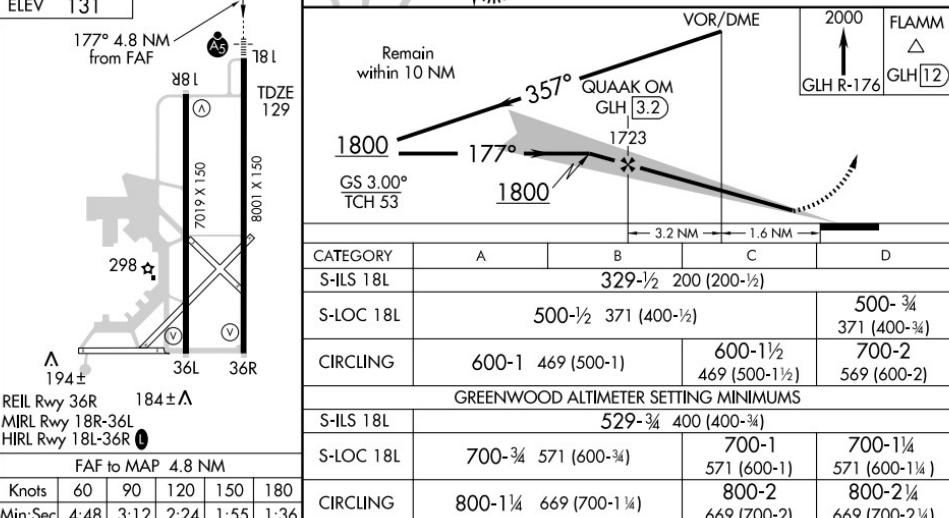
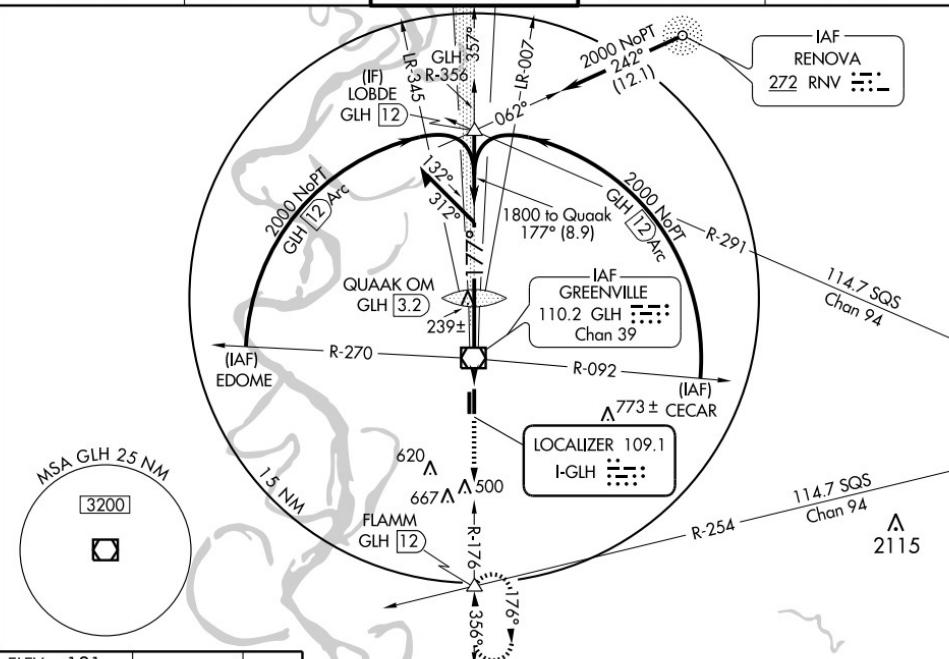
GREENVILLE/MID DELTA RGNL (GLH)

**T** When control tower closed, except for operators with approved weather reporting service, use Greenwood altimeter setting. DME or FM required for LOC Minimums. Greenwood Altimeter Setting Minimums: Inoperative table does not apply. S-ILS and S-LOC visibility increase  $\frac{1}{2}$  mile for inoperative MALSR.



MISSSED APPROACH: Climb to 2000 via GLH R-176 to FLAMM Int/ GLH 12 DME and hold.

ASOS <b>125.525</b>	MEMPHIS CENTER <b>135.875</b> 269.35	GREENVILLE TOWER* <b>119.0 (CTAF)</b> <b>256.9</b>	GND CON <b>121.8</b> 256.9	UNICOM <b>122.95</b>
------------------------	---	---	-------------------------------	-------------------------



# RNAV (GPS) RWY 18L

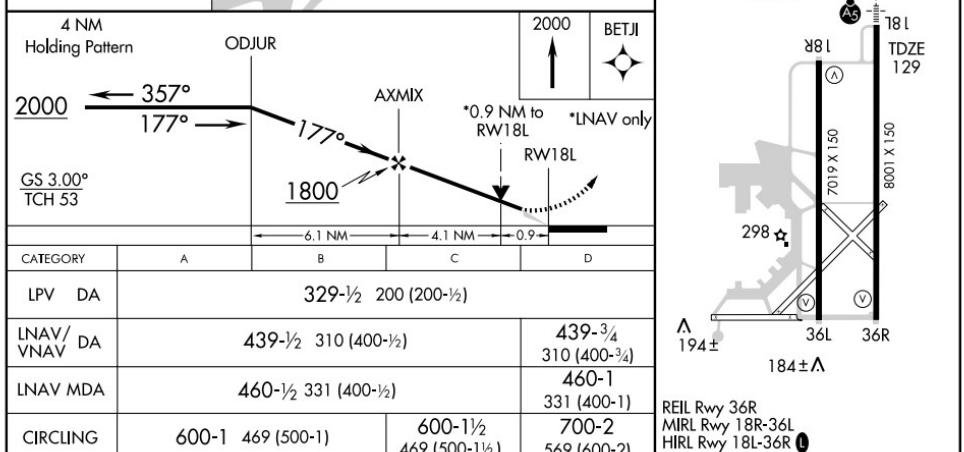
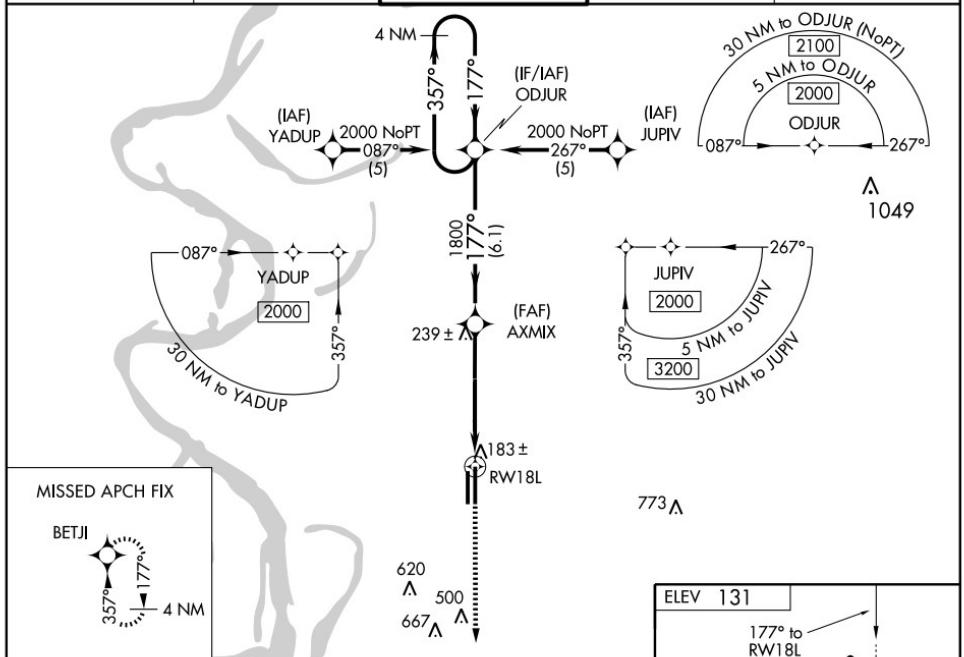
GREENVILLE/MID DELTA RGNL (GLH)

WAAS CH 97411 W18A	APP CRS 177°	Rwy Idg 8001 TDZE 129 Apt Elev 131
--------------------------	-----------------	--

MALSR  
 MISSED APPROACH: Climb to 2000 direct BETJI and hold.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply. LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 548, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility ½ mile, Cat D visibility ¼ mile, increase LNAV Cat C visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 1 mile. When using Greenwood altimeter setting, for inoperative MALSR increase LPV visibility all Cats to 1 mile.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER* 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
-----------------	----------------------------------	---	------------------------	------------------



## RNAV (GPS) RWY 18R

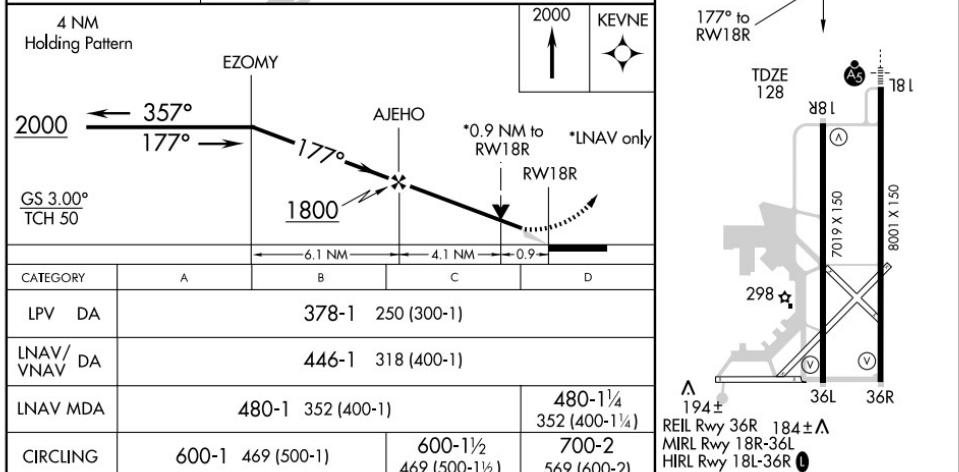
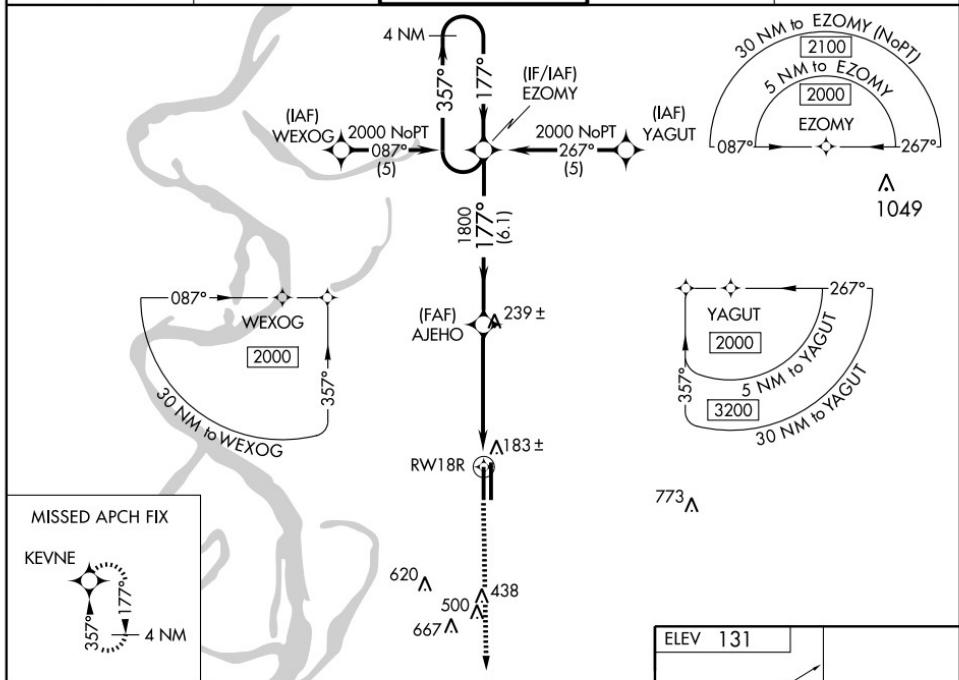
GREENVILLE/MID DELTA RGNL (GLH)

WAAS CH 70411 W18B	APP CRS 177°	Rwy Idg 7019 TDZE 128 Apt Elev 131
--------------------------	-----------------	--

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 555, increase all MDA 120 feet, increase LPV visibility all Cats 1/4 mile, increase LNAV/VNAV visibility all Cats 1/2 mile, increase LNAV Cat C and D visibility 1/4 mile, and increase Circling Cat D visibility 1/4 mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

▲ MISSED APPROACH: Climb to 2000 direct KEVNE and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
-----------------	----------------------------------	---	------------------------	------------------





## RNAV (GPS) RWY 36R

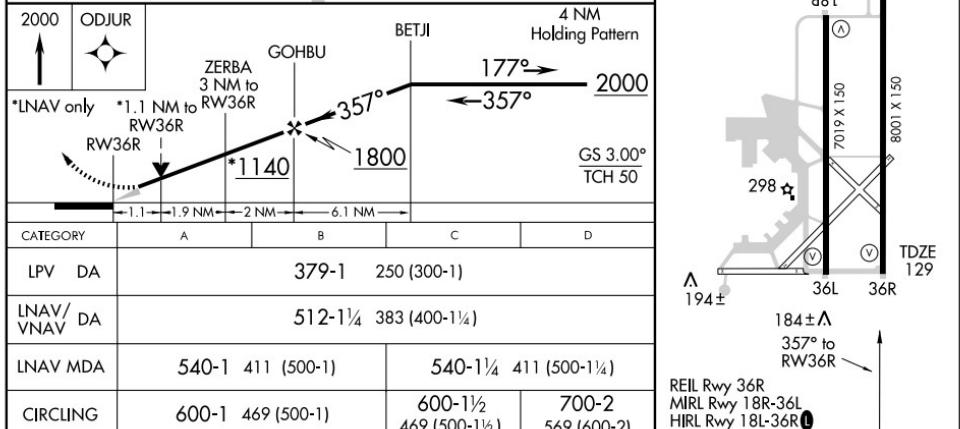
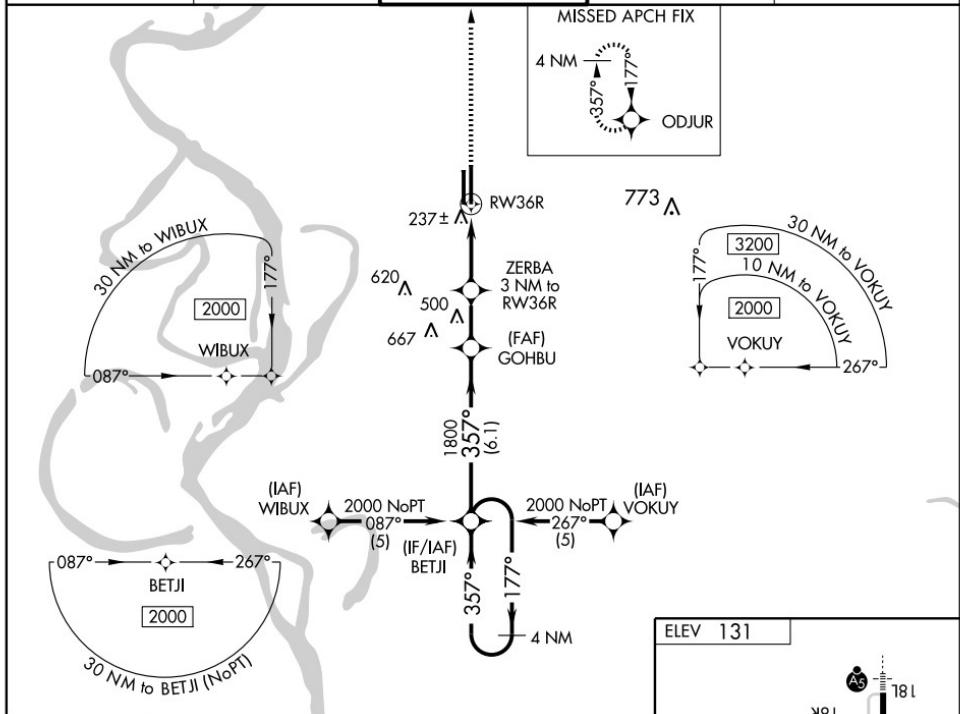
GREENVILLE/MID DELTA RGNL (GLH)

WAAS CH 81911 W36B	APP CRS 357°	Rwy Idg 8001 TDZE 129 Apt Elev 131
--------------------------	-----------------	--

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Greenwood altimeter setting and increase LPV visibility all Cats ½ mile, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ½ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

**A** MISSED APPROACH: Climb to 2000 direct ODJUR and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
-----------------	----------------------------------	--	------------------------	------------------



VOR/DME GLH  
**110.2**  
 Chan 39 APP CRS  
**175°**

**VOR/DME RWY 18L**  
GREENVILLE/MID DELTA RGNL (GLH)

**T** If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

MALSR  
A5

APPROACH: Climb to 2000 via GLH VOR/DME to FLAMM Int/GLH 12 DME and hold

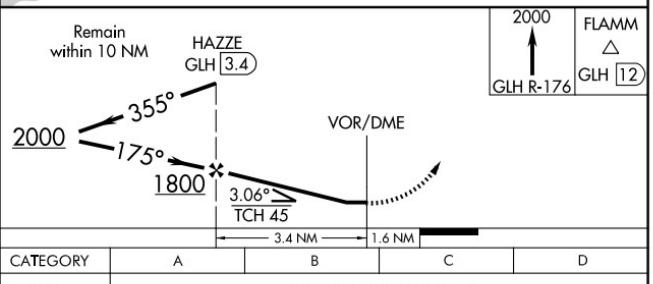
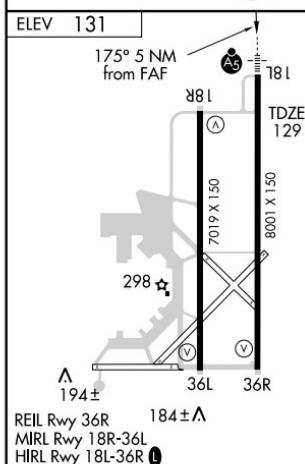
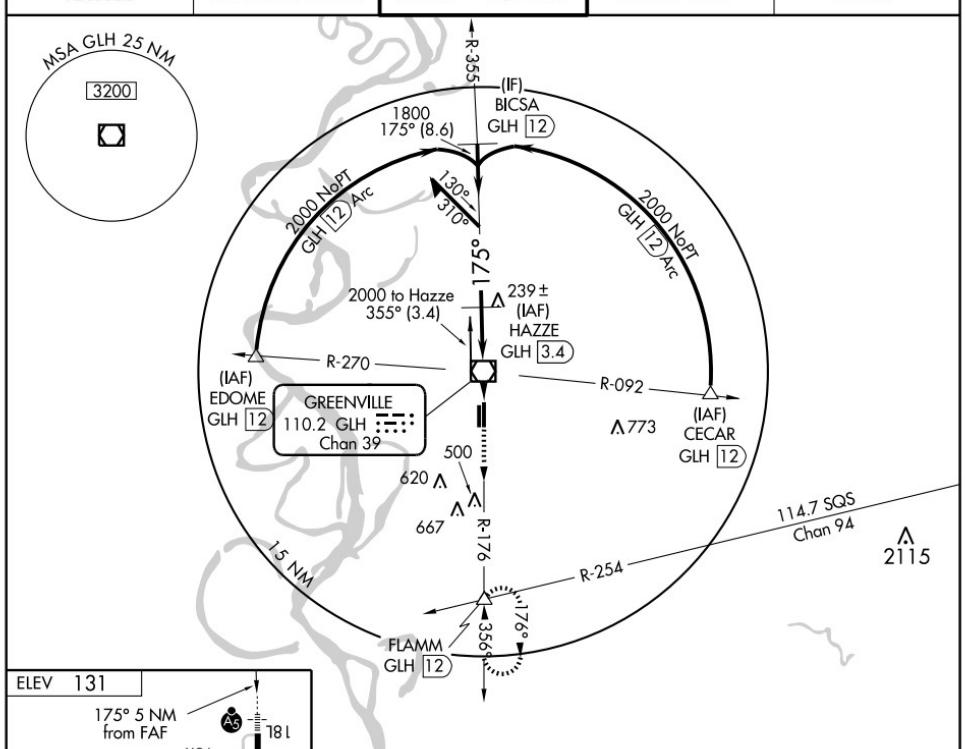
ASOS  
125 525

MEMPHIS CENTER  
**135-875 269-35**

GREENVILLE TOWER ★  
119.0 (CTAF) 256.9

GND CON  
121.8 256.9

UNICOM  
122.95



Knots	60	90	120	150	180
Min:Sec					

VOR/DME GLH 110.2 Chan 39	APP CRS 183°	Rwy Idg TDZE Apt Elev	7019 128 131
---------------------------------	-----------------	-----------------------------	--------------------

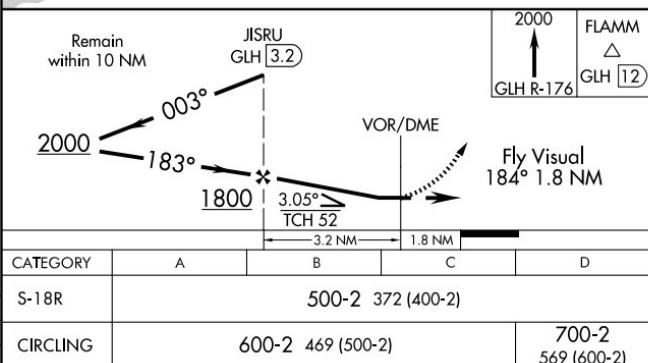
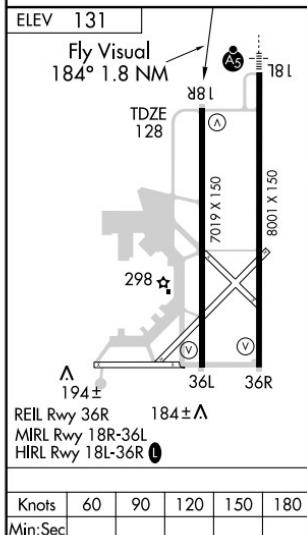
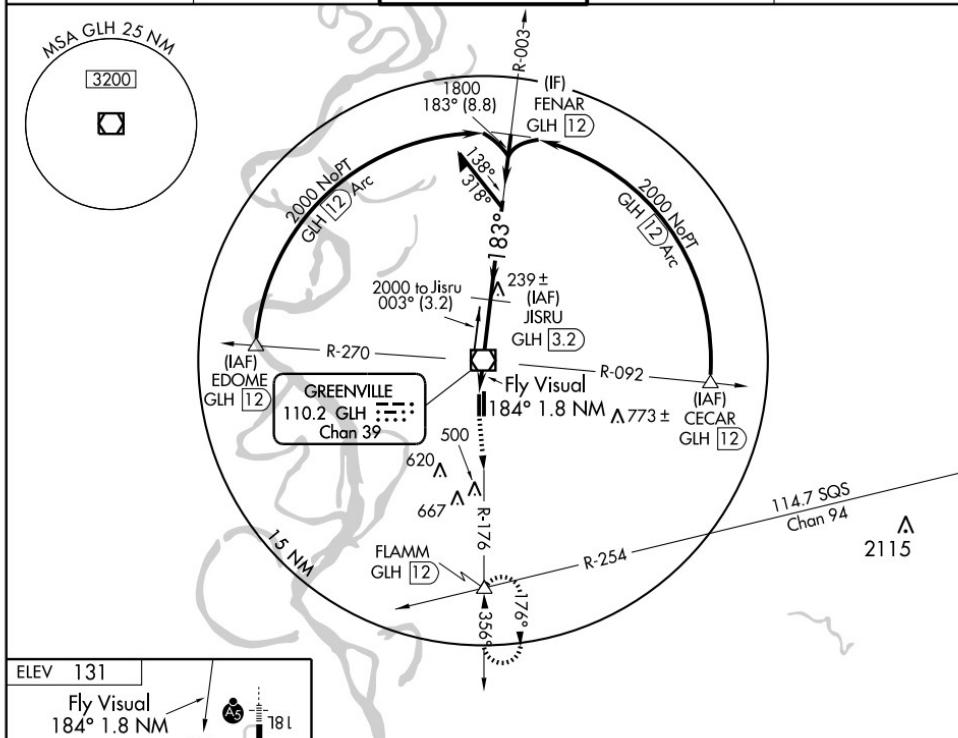
# VOR/DME RWY 18R

GREENVILLE/MID DELTA RGNL (GLH)

**T** If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

**MISSIED APPROACH:** Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

ASOS <b>125.525</b>	MEMPHIS CENTER <b>135.875 269.35</b>	GREENVILLE TOWER* <b>119.0 (CTAF) 256.9</b>	GND CON <b>121.8 256.9</b>	UNICOM <b>122.95</b>
------------------------	---	--	-------------------------------	-------------------------



**GREENWOOD-LEFLORE** (GWO) 6 E UTC-6(-5DT) N33°29.66' W90°05.08'

162 B S4 FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE GWO

**RWY 18-36:** H6503X150 (ASPH) S-100, D-176, 2S-175, 2D-300, 2D/2D-560 HIRL

RWY 18: MALSR. Trees.

**RWY 05-23:** H5005X150 (ASPH) S-30 MIRL 0.3% up NE

RWY 05: VASI(V4L)—GA 3.0° TCH 34'.

RWY 23: Trees.

**RWY 09-27:** H2689X60 (ASPH) S-30 0.4% up E

RWY 27: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300–2300Z‡. CLOSED 2 days each at Thanksgiving and Christmas and one day for New Years. Fuel avbl Mon-Fri 1300–0100Z‡, Sat-Sun 1400–2300Z‡. Fee for fuel after hrs call 662–453–5756 or 662–299–5616 or 662–455–5530 by appointment after hrs. Rwy 05–23 CLOSED indef. Powerplant and airframe repairs in emergency or by appt. Migratory birds and deer invof arpt. PAEW invof Rwy 18–36. Rwy 09 and 27 rapidly rising terrain. Rwy 09–27 not controlled by twr. Rwy 09 restricted to tkf; Rwy 27 restricted to ldg. Ctc twr or AFSS for ARFF assistance. Arpt mgr limits gross weight Rwy 05–23 to S-42, D-60 in unusual situations. Operator using Rwy 09–27 must be familiar with Greenwood twr Letter to Airman 97-1. Rwy 09–27 no centerline. Rwy 05–23 has minor cracking and is rough and uneven. Rwy 09–27 has major cracking and is rough and uneven. Wind indicator lgt OTS indef. TPA for lgt acft 1000(838); TPA for turboprop and jet acft 1500(1338). When twr clsd ACTIVATE MIRL Rwy 05–23, HIRL Rwy 18–36 and MALSR Rwy 18—CTAF. VASI Rwy 05 opr continuously.

**WEATHER DATA SOURCES:** ASOS 119.975 (662) 453–3304.

**COMMUNICATIONS:** CTAF 118.35 UNICOM 122.95

RCO 122.55 122.2 122.1R (GREENWOOD RADIO)

(R) **MEMPHIS CENTER APP/DEP CON** 132.5

TOWER 118.35 (1400–0000Z) GND CON 125.55 CLNC DEL 125.55

AIRSPACE: CLASS D svc 1400–0000Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 076° 9.8 NM to fld. 125/03E.

TEOCK NDB (LOM) 349 GW N33°35.52' W90°05.06' 178° 5.8 NM to fld.

ILS 111.3 I-GWO Rwy 18. LOM TEOCK NDB.

**COMM/NAV/WEATHER REMARKS:** Ctc Greenwood Radio for airport advisory service on 118.35 when twr is closed.

**GRENADA MUNI** (GNF) 3 N UTC-6(-5DT) N33°49.95' W89°47.89'

208 B FUEL 100LL, JET A NOTAM FILE GWO

**RWY 13-31:** H7000X150 (ASPH) S-60, D-200, 2S-175, 2D-300 MIRL

RWY 13: MALSR VASI(V4L)—GA 3.0° TCH 52'.

RWY 31: VASI(V4L)—GA 3.0° TCH 56'. Trees.

**RWY 04-22:** H5000X100 (ASPH) S-60, D-200, 2S-175, 2D-300

RWY 04: Trees. RWY 22: Thld dplcd 225'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400–2300Z‡, Sat

1400–0000Z‡. For fuel after hrs call 662–809–1550 or

662–417–0880. Aerobatic acft 4,500' and below within 3 NM of arpt, dalgt hrs. Extensive agriculture ops invof arpt SR-SS between Mar-Oct annually.

**WEATHER DATA SOURCES:** AWOS-3 118.025 (662) 227–3407.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 128.5

GCO 121.72 (GREENWOOD FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

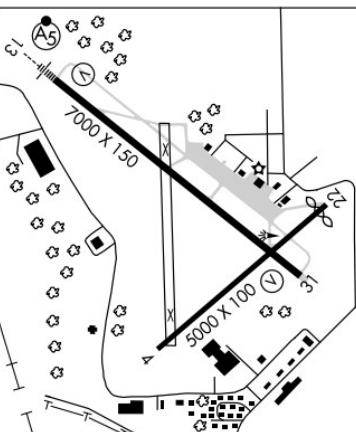
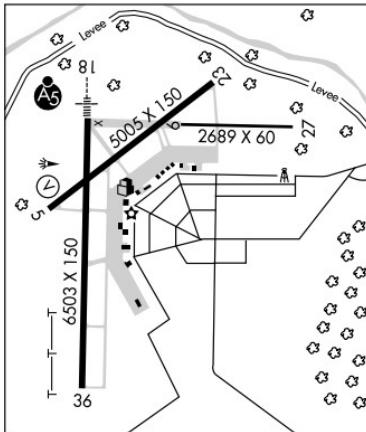
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 044° 32.6 NM to fld. 125/03E.

SCOBEY NDB (MHW) 245 SBQ N33°53.47' W89°52.47' 132°

5.2 NM to fld. Unusable byd 20 NM.

ILS/DME 110.9 I-GNF Chan 46 Rwy 13.

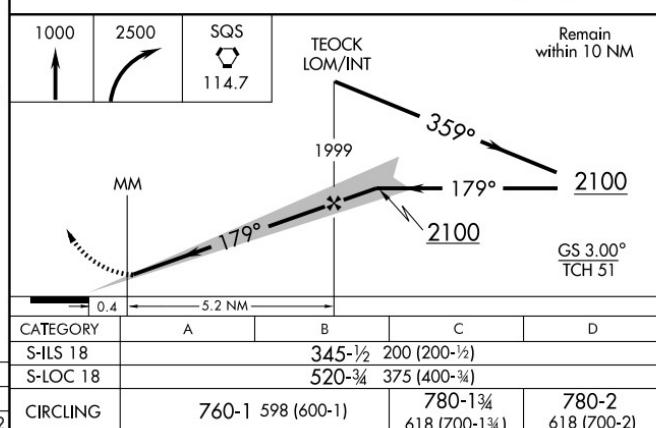
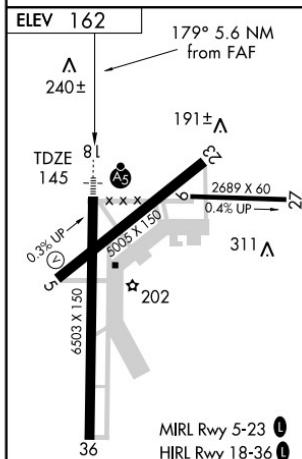
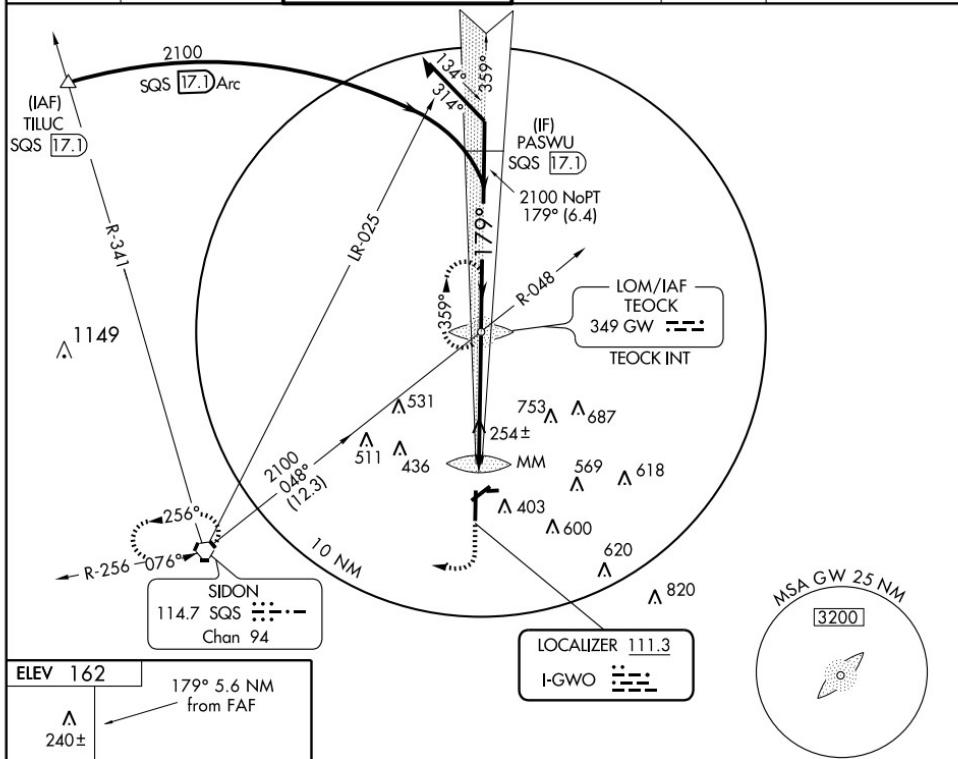


LOC I-GWO 111.3	APP CRS 179°	Rwy Idg TDZE Apt Elev	6503 145 162
--------------------	-----------------	-----------------------------	--------------------

# ILS or LOC RWY 18

GREENWOOD-LEFLORE (GWO)

For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile.	MALSR 	MISSIED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SQS VORTAC and hold.		
ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER*	GND CON 125.55 373.4	CLNC DEL 125.55

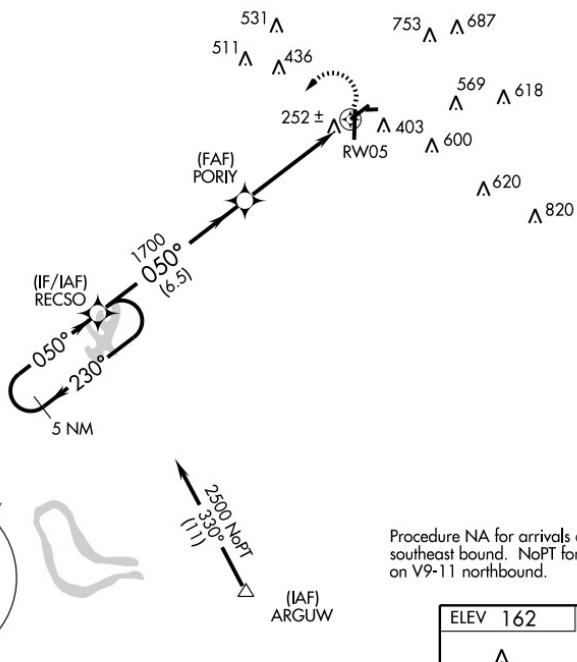
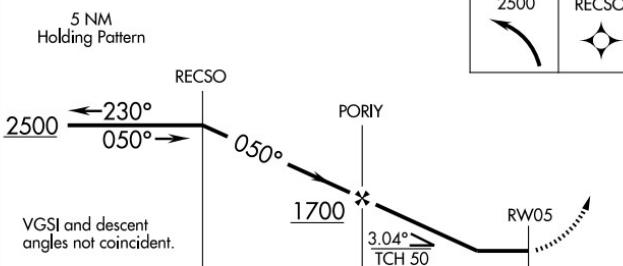


APP CRS  
050°Rwy Idg 5005  
TDZE 149  
Apt Elev 162RNAV (GPS) RWY 5  
GREENWOOD-LEFLORE (GWO)

T DME/DME RNP-0.3 NA.

MISSIED APPROACH: Left turn to 2500 direct  
RECSO and hold.ASOS  
119.975MEMPHIS CENTER  
132.5 259.1GREENWOOD TOWER ★  
118.35 (CTAF) 0 367.6GND CON  
125.55 373.4CLNC DEL  
125.55UNICOM  
122.95

A 1149

ELEV 162 MIRL Rwy 5-23 L  
HIRL Rwy 18-36 L

## CATEGORY

A

B

C

D

LNAV MDA

580-1 431 (500-1)

580-1 1/4  
431 (500-1 1/4)580-1 1/2  
431 (500-1 1/2)

CIRCLING

760-1 598 (600-1)

780-1 1/4  
618 (700-1 1/4)780-2  
618 (700-2)

# RNAV (GPS) RWY 18

GREENWOOD-LEFLORE (GWO)

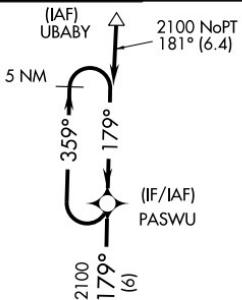
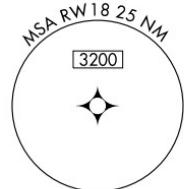
WAAS CH 50199 W18A	APP CRS 179°	Rwy Idg 6503 TDZE 145 Apt Elev 162
--------------------------	-----------------	---

**V** DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV visibility Cats A and B to 1.



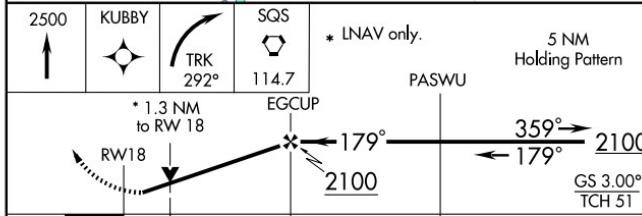
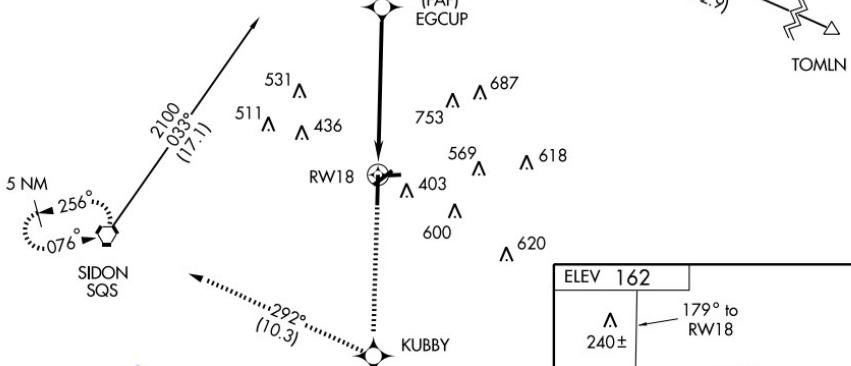
MISSED APPROACH: Climb to 2500 direct KUBBY and right turn via 292° track to SQS VORTAC and hold.

ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95
-----------------	-------------------------------	--	-------------------------	--------------------	------------------

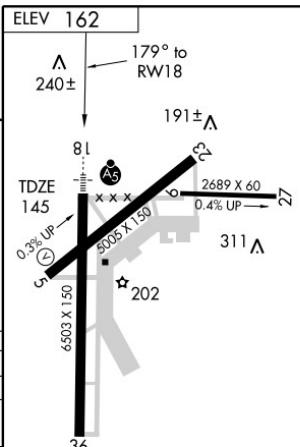


NOTE: Procedure NA for arrivals at SQS VORTAC on airway radials 341 CW 007.

1149



CATEGORY	A	B	C	D
LPV DA		450-¾ 305 (300-¾)		
LNAV/ VNAV DA		515-¾ 370 (400-¾)		
LNAV MDA	600-¾ 455 (500-¾)		600-1 455 (500-1)	
CIRCLING	760-1¼ 598 (600-1¼)	780-1¾ 618 (700-1¾)	780-2 618 (700-2)	



# RNAV (GPS) RWY 36

GREENWOOD-LEFLORE (GWO)

APP CRS 359°	Rwy Idg TDZE Apt Elev	6503 145 162
-----------------	-----------------------------	--------------------

DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climb to 2500 direct EGCUP and left turn via 240° track to TACNU and via 214° track to SQS VORTAC and hold.

ASOS  
119.975

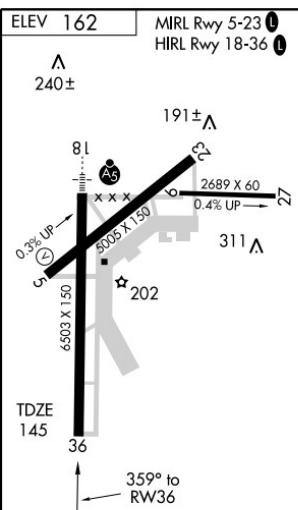
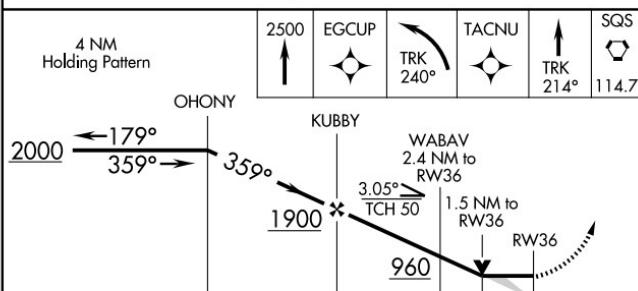
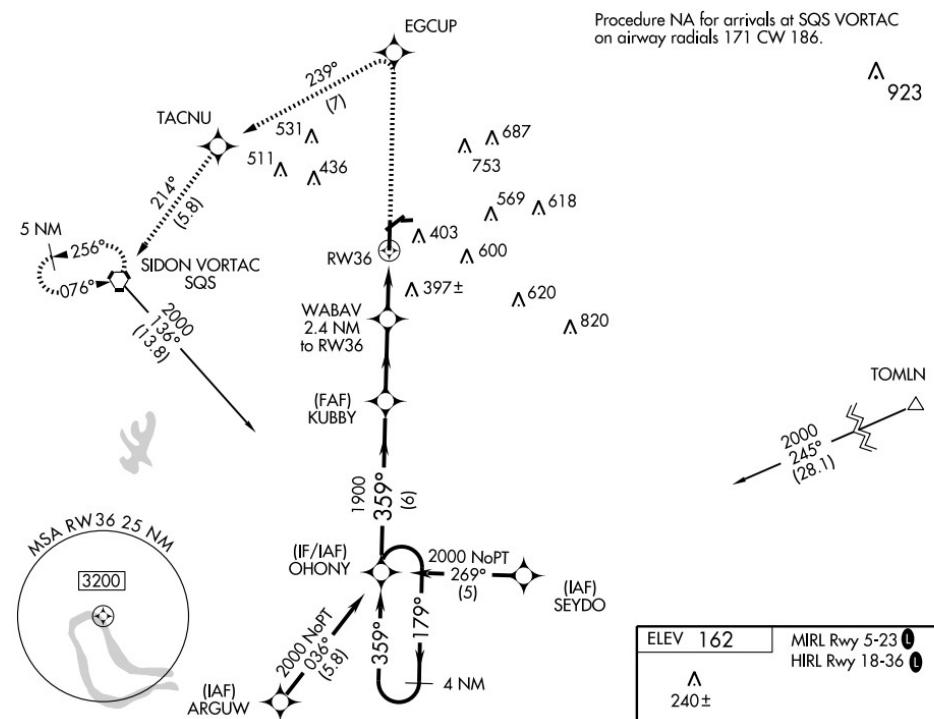
MEMPHIS CENTER  
132.5 259.1

GREENWOOD TOWER ★  
118.35 (CTAF) 0 367.6

GND CON  
125.55 373.4

CLNC DEL  
125.55

UNICOM  
122.95



CATEGORY

A

B

C

D

LNAV MDA

660-1 518 (600-1)

660-1½  
518 (600-1½)

660-1¾

CIRCLING

760-1 598 (600-1)

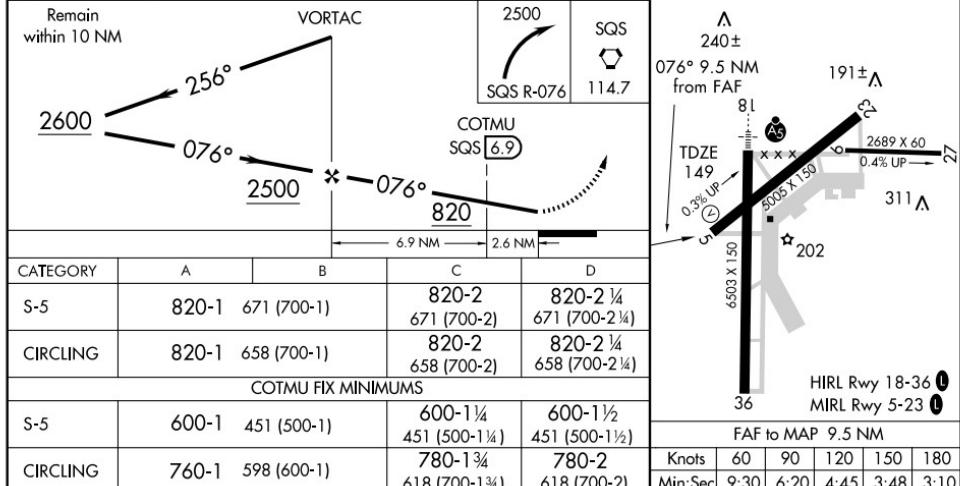
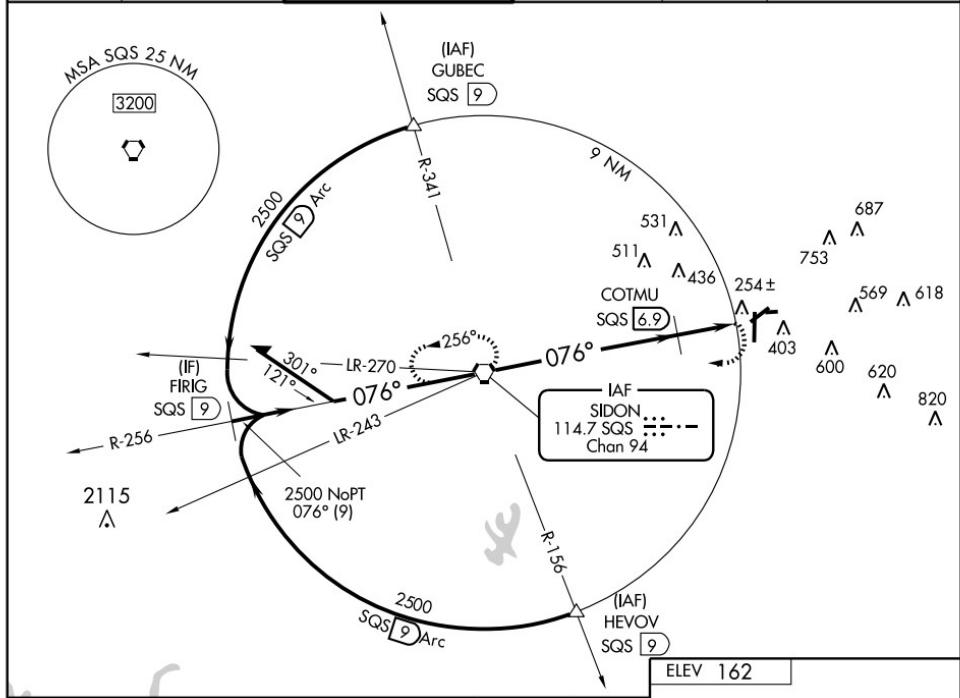
780-1¾  
618 (700-1¾)

780-2

VORTAC SQS 114.7 Chan 94	APP CRS 076°	Rwy Idg TDZE Apt Elev	5005 149 162
--------------------------------	-----------------	-----------------------------	--------------------

MISSSED APPROACH: Climbing right turn to 2500 via SQS R-076 to VORTAC and hold.

ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER* 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95
-----------------	-------------------------------	---	-------------------------	--------------------	------------------



**GREENWOOD-LEFLORE** (GWO) 6 E UTC-6(-5DT) N33°29.66' W90°05.08'

162 B S4 FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE GWO

**RWY 18-36:** H6503X150 (ASPH) S-100, D-176, 2S-175, 2D-300, 2D/2D-560 HIRL

RWY 18: MALSR. Trees.

**RWY 05-23:** H5005X150 (ASPH) S-30 MIRL 0.3% up NE

**RWY 05:** VASI(V4L)—GA 3.0° TCH 34'.

RWY 23: Trees.

**RWY 09-27:** H2689X60 (ASPH) S-30 0.4% up E

RWY 27: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z‡. CLOSED 2 days each at Thanksgiving and Christmas and one day for New Years. Fuel avbl Mon-Fri 1300-0100Z‡, Sat-Sun 1400-2300Z‡. Fee for fuel after hrs call 662-453-5756 or 662-299-5616 or 662-455-5530 by appointment after hrs. Rwy 05-23 CLOSED indef. Powerplant and airframe repairs in emergency or by appt. Migratory birds and deer invof arpt. PAEW invof Rwy 18-36. Rwy 09 and 27 rapidly rising terrain. Rwy 09-27 not controlled by twr. Rwy 09 restricted to tkf; Rwy 27 restricted to ldg. Ctc twr or AFSS for ARFF assistance. Arpt mgr limits gross weight Rwy 05-23 to S-42, D-60 in unusual situations. Operator using Rwy 09-27 must be familiar with Greenwood twr Letter to Airman 97-1. Rwy 09-27 no centerline. Rwy 05-23 has minor cracking and is rough and uneven. Rwy 09-27 has major cracking and is rough and uneven. Wind indicator lgt OTS indef. TPA for lgt acft 1000(838); TPA for turboprop and jet acft 1500(1338). When twr clsd ACTIVATE MIRL Rwy 05-23, HIRL Rwy 18-36 and MALSR Rwy 18—CTAF. VASI Rwy 05 opr continuously.

**WEATHER DATA SOURCES:** ASOS 119.975 (662) 453-3304.

**COMMUNICATIONS:** CTAF 118.35 UNICOM 122.95

RCO 122.55 122.2 122.1R (GREENWOOD RADIO)

(R) **MEMPHIS CENTER APP/DEP CON** 132.5

TOWER 118.35 (1400-0000Z) GND CON 125.55 CLNC DEL 125.55

AIRSPACE: CLASS D svc 1400-0000Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 076° 9.8 NM to fld. 125/03E.

TEOCK NDB (LOM) 349 GW N33°35.52' W90°05.06' 178° 5.8 NM to fld.

ILS 111.3 I-GWO Rwy 18. LOM TEOCK NDB.

**COMM/NAV/WEATHER REMARKS:** Ctc Greenwood Radio for airport advisory service on 118.35 when twr is closed.

**GRENADA MUNI** (GNF) 3 N UTC-6(-5DT) N33°49.95' W89°47.89'

208 B FUEL 100LL, JET A NOTAM FILE GWO

**RWY 13-31:** H7000X150 (ASPH) S-60, D-200, 2S-175, 2D-300 MIRL

RWY 13: MALSR VASI(V4L)—GA 3.0° TCH 52'.

RWY 31: VASI(V4L)—GA 3.0° TCH 56'. Trees.

**RWY 04-22:** H5000X100 (ASPH) S-60, D-200, 2S-175, 2D-300

RWY 04: Trees. RWY 22: Thld dplcd 225'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z‡, Sat

1400-0000Z‡. For fuel after hrs call 662-809-1550 or

662-417-0880. Aerobatic acft 4,500' and below within 3 NM of arpt, dalgt hrs. Extensive agriculture ops invof arpt SR-SS between Mar-Oct annually.

**WEATHER DATA SOURCES:** AWOS-3 118.025 (662) 227-3407.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 128.5

GCO 121.72 (GREENWOOD FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 044° 32.6 NM to fld. 125/03E.

SCOBEY NDB (MHW) 245 SBQ N33°53.47' W89°52.47' 132°

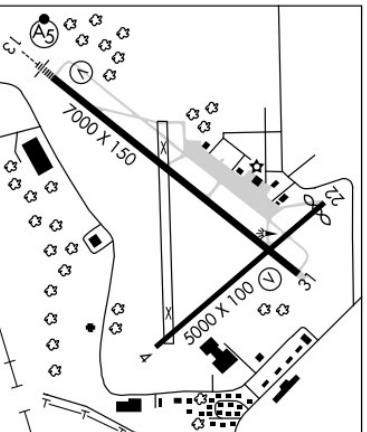
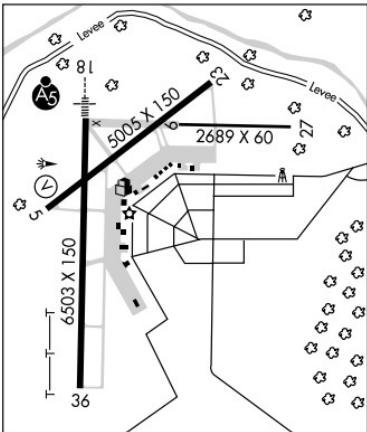
5.2 NM to fld. Unusable byd 20 NM.

ILS/DME 110.9 I-GNF Chan 46 Rwy 13.

MEMPHIS

H-6J, L-18G

IAP



LOC/DME I-GNF 110.9 Chan 46	APP CRS 131°	Rwy Idg <b>7000</b> TDZE <b>208</b> Apt Elev <b>208</b>
-----------------------------------	-----------------	--

LOC/DME I-GNF 110.9 Chan 46	APP CRS 131°	Rwy Idg <b>7000</b> TDZE <b>208</b> Apt Elev <b>208</b>
-----------------------------------	-----------------	--

# ILS or LOC RWY 13 GRENADA MUNI (GNF)

**T** If local altimeter setting not received, use Greenwood-LeFlore altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Greenwood-LeFlore altimeter setting.  
**A NA** Autopilot coupled approach not authorized.

MALSR  
AS

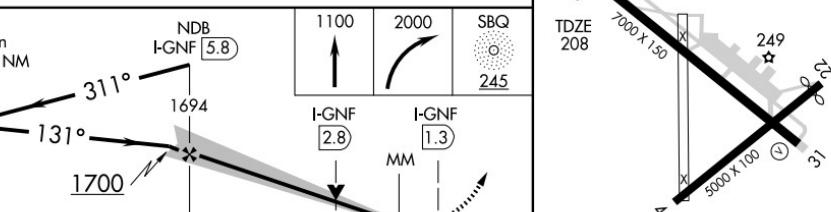
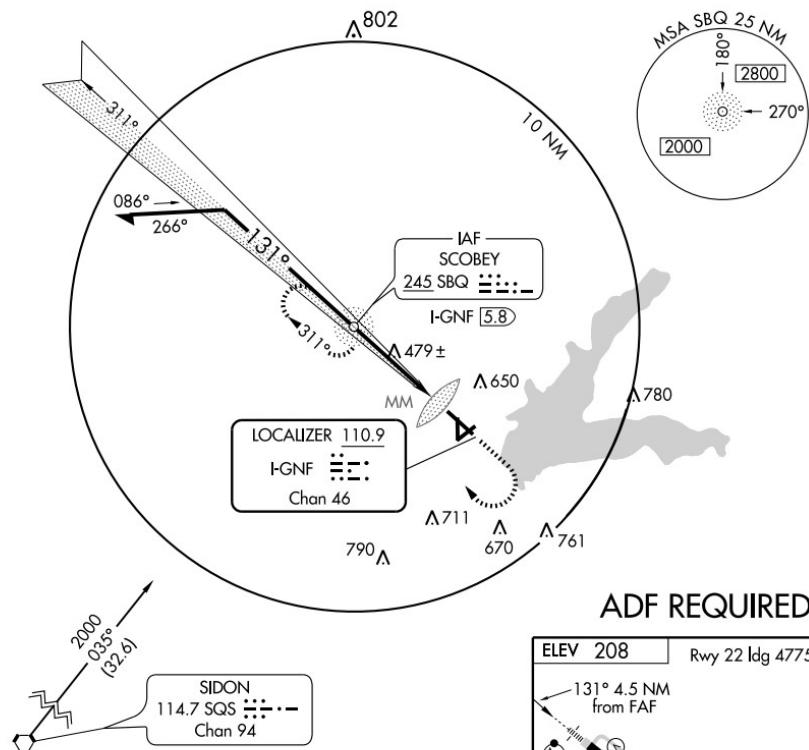
MISSSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3  
118.025

MEMPHIS CENTER  
128.5 381.4

GCO  
**121.72**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
<b>408-½ 200 (200-½)</b>				
S-ILS-13	740-½ 532 (600-½)	740-1 532 (600-1)	740-1½ 532 (600-1½)	
S-LOC-13	740-½ 532 (600-½)	740-1 532 (600-1)	740-1½ 532 (600-1½)	
CIRCLING	1000-1 792 (800-1)	1000-1½ 792 (800-1½)	1000-2½ 792 (800-2½)	1000-2½ 792 (800-2½)

MIRL Rwy 13-31

FAF to MAP 4.5 NM

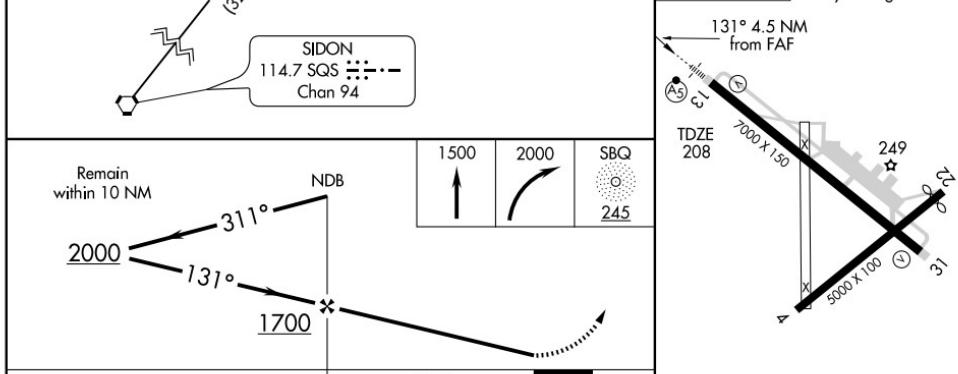
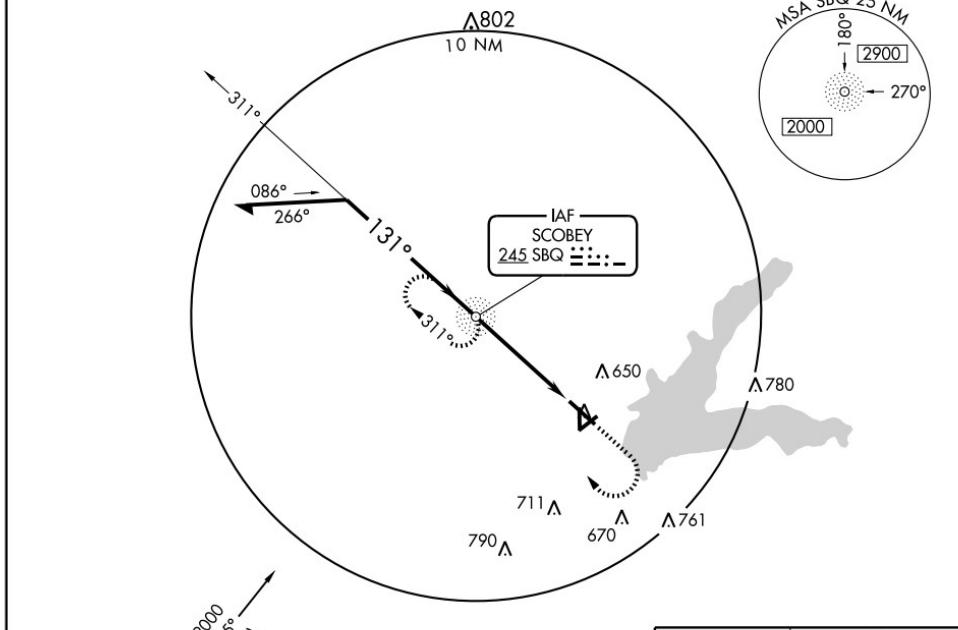
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NDB SBQ <b>245</b>	APP CRS <b>131°</b>	Rwy Idg <b>7000</b> TDZE <b>208</b> Apt Elev <b>208</b>
-----------------------	------------------------	---

**NDB RWY 13**  
GRENADA MUNI (GNF)

<b>T</b> NA	When local altimeter setting not received, use Greenwood altimeter setting.	MALSR 	MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SBQ NDB and hold.
AWOS-3 <b>118.025</b>	MEMPHIS CENTER <b>128.5 381.4</b>	GCO <b>121.72</b>	UNICOM <b>122.8 (CTAF)</b>

SC-4, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-13	1020-1 812 (900-1)	1020-1½ 812 (900-1½)	1020-2½ 812 (900-2½)	NA
CIRCLING	1080-1 872 (900-1)	1080-1½ 872 (900-1½)	1080-2½ 872 (900-2½)	NA

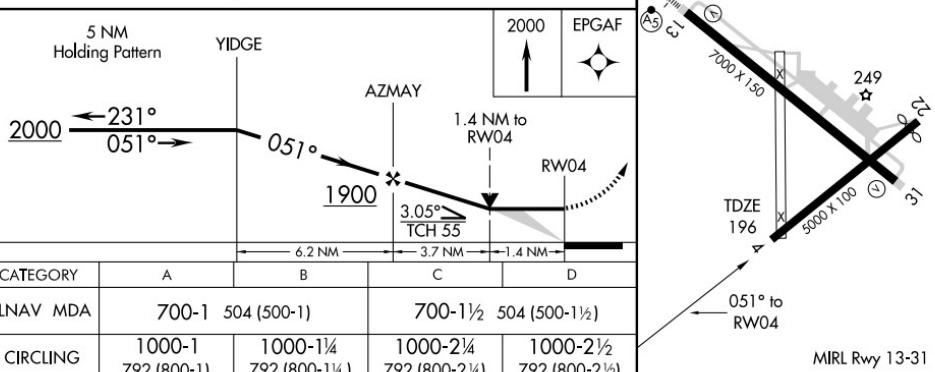
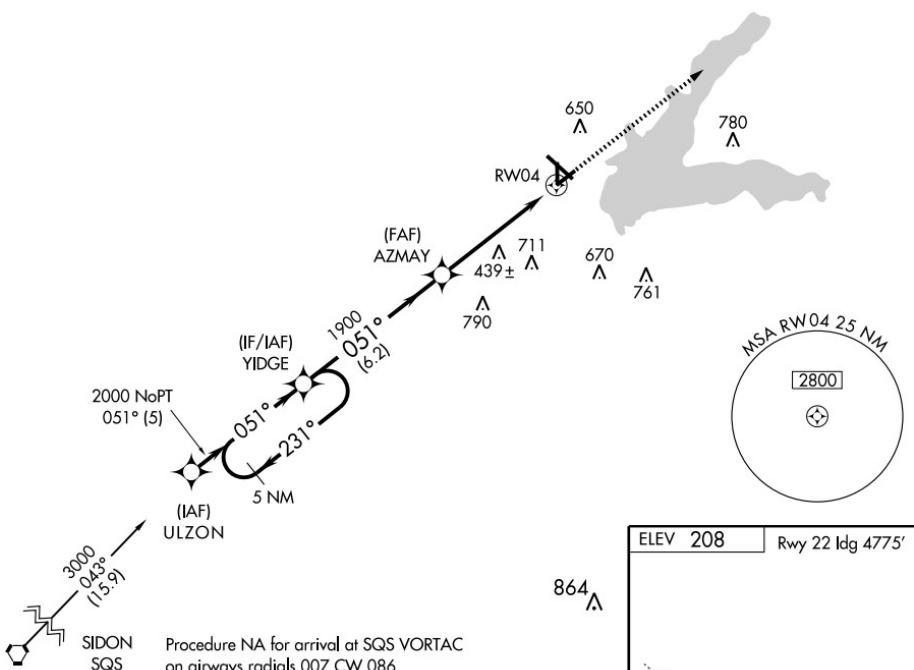
APP CRS 051°	Rwy Idg 5000
	TDZE 196
	Apt Elev 208

# RNAV (GPS) RWY 4

GRENADA MUNI (GNF)

**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase MDAs 80 feet. VDP NA with Greenwood altimeter setting.

**MISSIED APPROACH:** Climb to 2000 direct EPGAF and hold.

AWOS-3  
118.025MEMPHIS CENTER  
128.5 381.4GCO  
121.72UNICOM  
122.8 (CTAF)

# RNAV (GPS) RWY 13

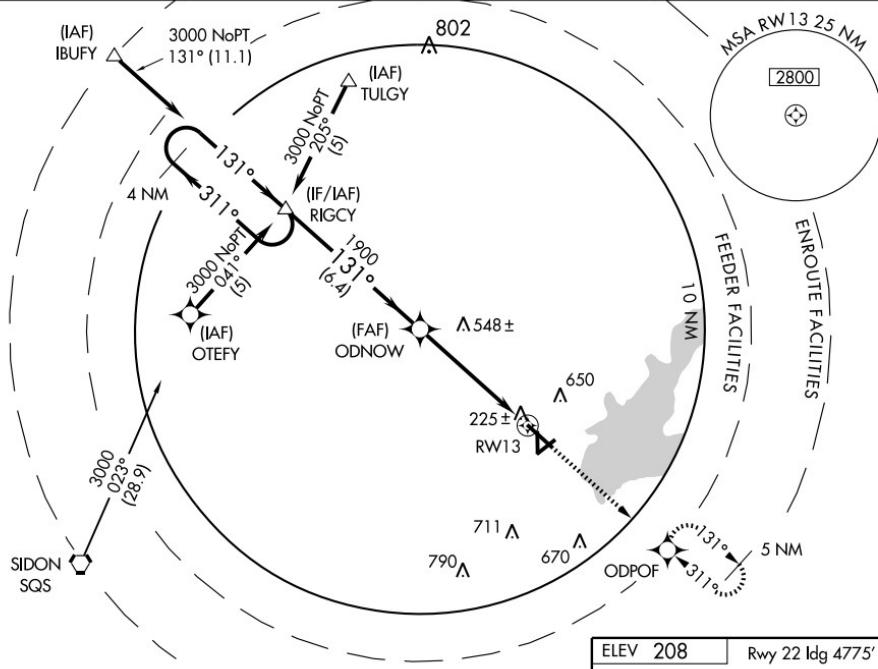
GRENADA MUNI (GNF)

WAAS CH 97328 W13A	APP CRS 131°	Rwy Idg 7000 TDZE 208 Apt Elev 208
--------------------------	-----------------	--

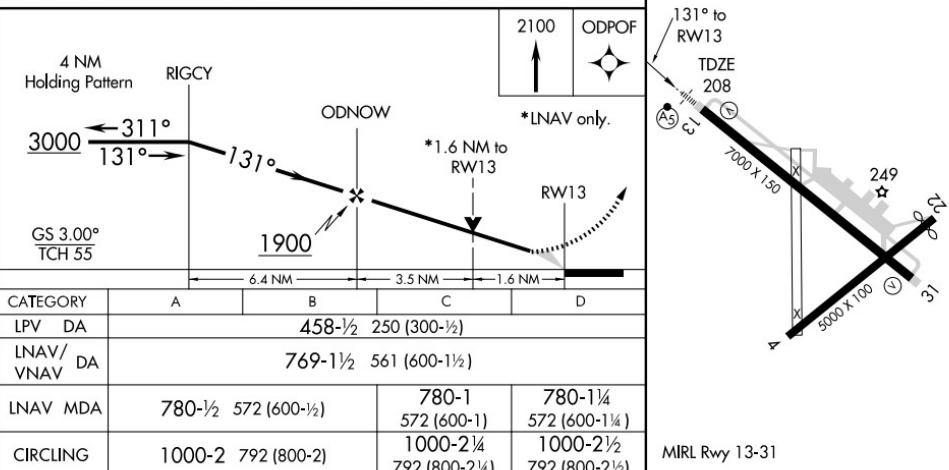
**T** DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to  $\frac{3}{4}$  mile all Cats. If local altimeter setting not received, use Greenwood altimeter setting and increase all DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.



MISSIED APPROACH:  
Climb to 2100 direct  
ODPOF and hold.

AWOS-3  
118.025MEMPHIS CENTER  
128.5 381.4GCO  
121.72UNICOM  
122.8 (CTAF)

Procedure NA for arrivals at SQS VORTAC via V9 southbound.



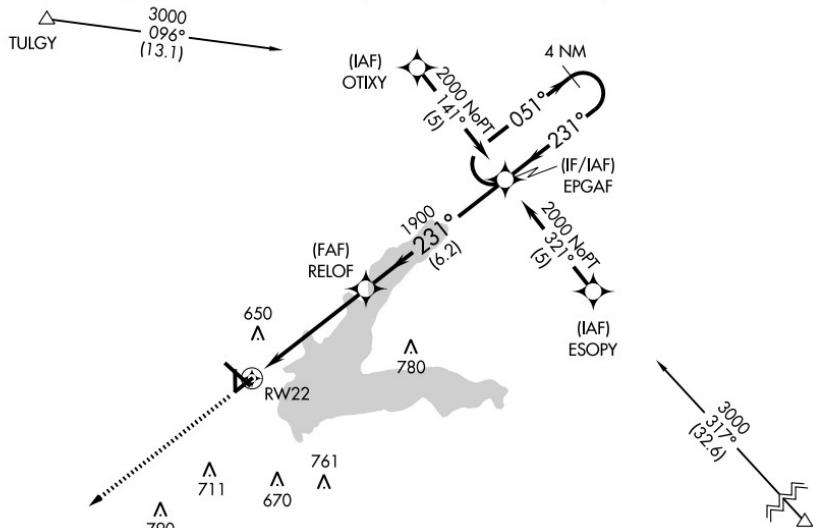
APP CRS  
231°Rwy Idg 4775  
TDZE 201  
Apt Elev 208

## RNAV (GPS) RWY 22

GRENADA MUNI (GNF)

**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 80 feet. VDP NA with Greenwood altimeter setting.

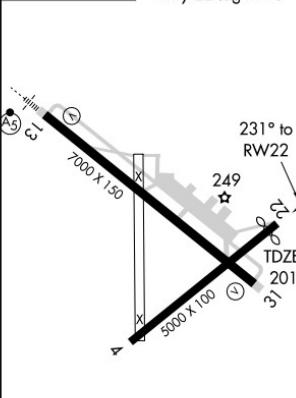
MISSIED APPROACH: Climb to 2000 direct YIDGE and hold.

AWOS-3  
118.025MEMPHIS CENTER  
128.5 381.4GCO  
121.72UNICOM  
122.8 (CTAF)

Procedure NA for arrivals at NEON via V278 eastbound.

ELEV 208

Rwy 22 Idg 4775'



GRENADA, MISSISSIPPI

Orig 08157

33° 50' N-89° 48' W

GRENADA MUNI (GNF)

RNAV (GPS) RWY 22

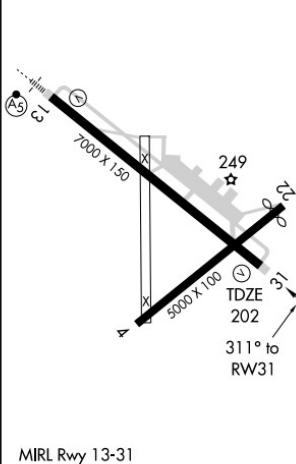
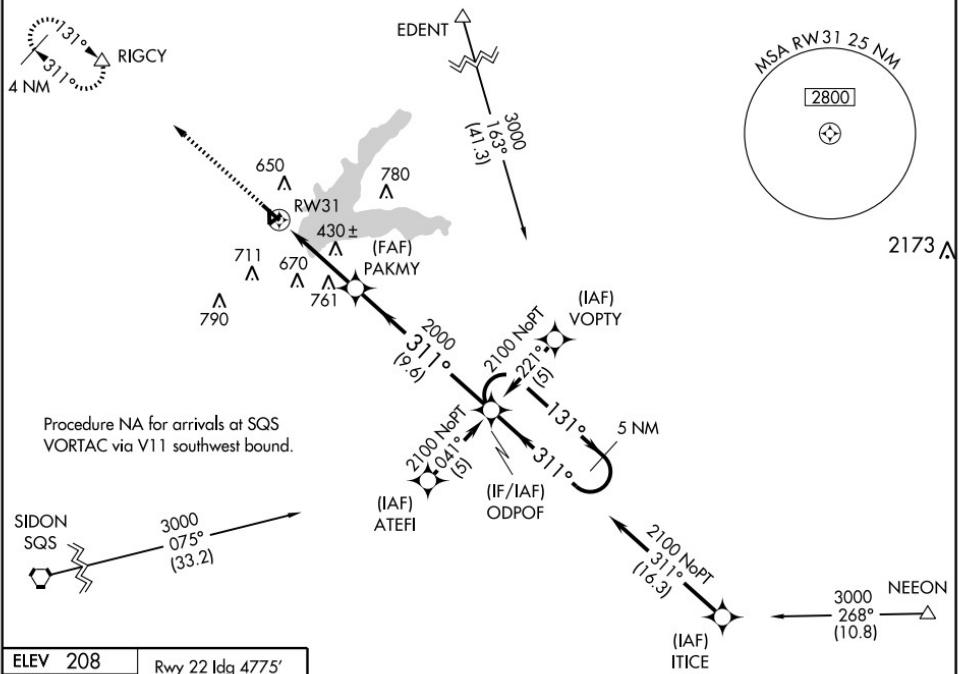
## RNAV (GPS) RWY 31

GRENADA MUNI (GNF)

WAAS CH 40029 W31A	APP CRS 311°	Rwy Idg 7000 TDZE 202 Apt Elev 208
--------------------------	-----------------	---

**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting increase DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

**NA** MISSED APPROACH: Climb to 3000 direct RIGCY and hold.

AWOS-3  
118.025MEMPHIS CENTER  
128.5 381.4GCO  
121.72UNICOM  
122.8 (CTAF)

3000	RIGCY △	*LNAV only.	ODPOF	5 NM Holding Pattern
		*2.4 NM to RW31		GS 3.00° TCH 56
			PAKMY	
			311°	2100
			311°	2100
CATEGORY	A	B	C	D
LPV DA		452-3/4 250 (300-3/4)		
LNAV/VNAV DA		698-1/4 496 (500-1/4)		
LNAV MDA	1020-1 818 (900-1)	1020-1/4 818 (900-1/4)	1020-2 1/2 818 (900-2 1/2)	1020-2 3/4 818 (900-2 3/4)
CIRCLING	1020-13/4 812 (900-1 3/4)	812 (900-1 3/4)	1020-2 1/2 812 (900-2 1/2)	1020-2 3/4 812 (900-2 3/4)

## AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)  
GULFPORT, MISSISSIPPI

ATIS

119.45

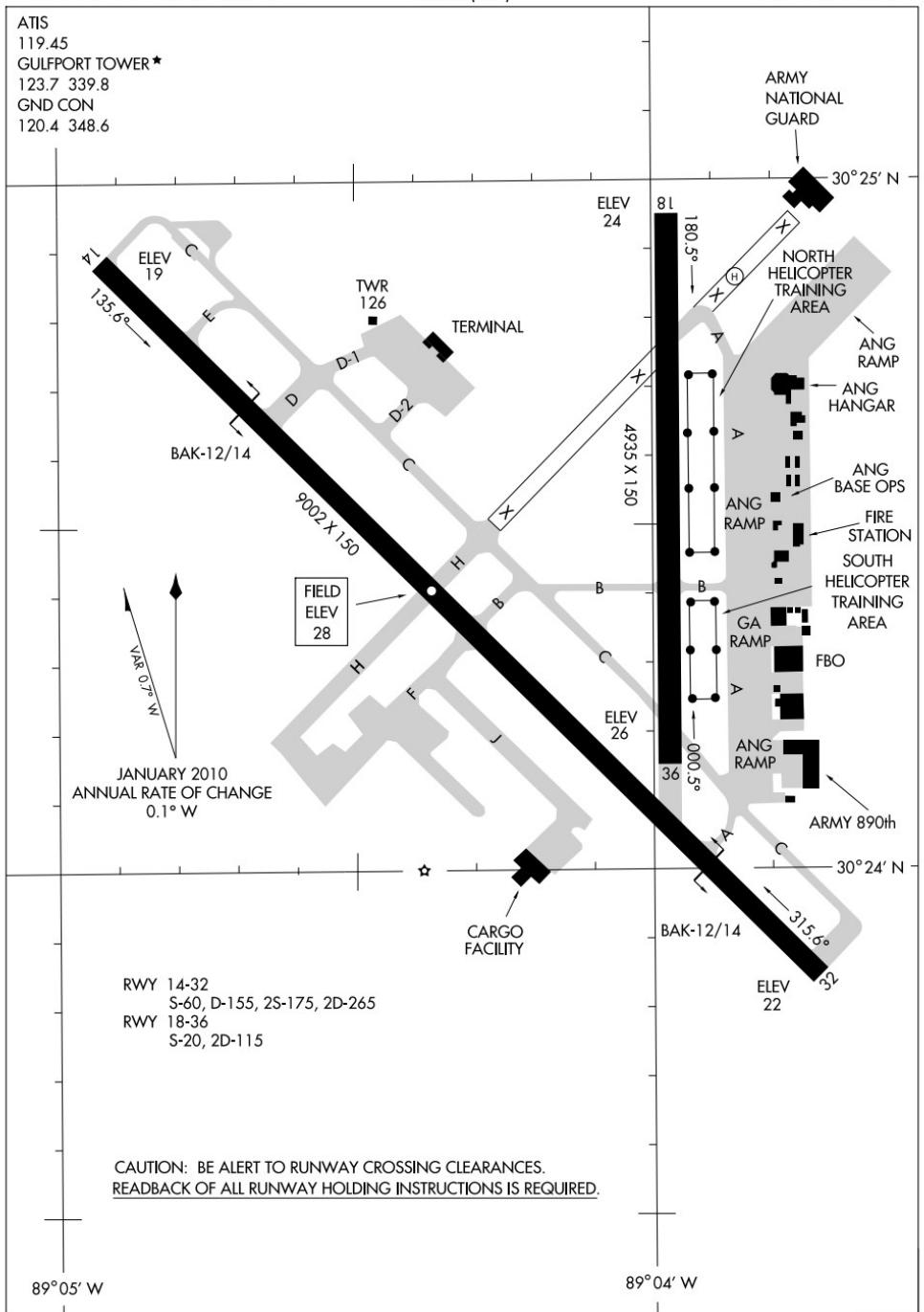
GULFPORT TOWER\*

123.7 339.8

GND CON

120.4 348.6

SC-4 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

10210

GULFPORT, MISSISSIPPI  
GULFPORT-BILOXI INTL (GPT)

**GULFPORT-BILOXI INTL** (GPT) 3 NE UTC-6(-5DT) N30°24.44' W89°04.21'

28 B S4 FUEL 100LL, JET A TPA—See Remarks LRA Class I, ARFF Index B H-7E, 8F, L-21C, 22G, GOMC  
NOTAM FILE GPT IAP, AD

**RWY 14-32:** H9002X150 (ASPH-CONC) S-60, D-155, 2S-175,  
2D-265 HIRL

**RWY 14:** MALSR. PAPI(P4R)—GA 3.0° TCH 60' Trees.

**RWY 32:** MALSR. VASI(V4L)—GA 3.0° TCH 47'. Tower.

**RWY 18-36:** H4935X150 (ASPH-GRVD) S-20, 2D-115 MIRL

**RWY 18:** PAPI(P4R)—GA 3.0° TCH 47'. Tree.

**RWY 36:** VASI(V4L)—GA 3.0° TCH 34'. Trees.

#### ARRESTING GEAR/SYSTEMS

**RWY 14** ←BAK-14 BAK-12B (B) (1800')

BAK-14 BAK-12B (B) (1300') →**RWY 32**

**AIRPORT REMARKS:** Attended 1200-0500Z‡. After hrs svc call

228-864-2576. 150' AGL crane 4600' N of Rwy 18 thld.

Numerous low flying fish spotter acft opr near shoreline between

Pascagoula and Gulfport SR-SS. Maverick pad apron area on N

end of Twy C restricted to military acft use only. TPA—jets

1528(1500) conventional 1228(1200) light single-engine

828(800). Arresting gear avbl during ANG ops with 30 min prior

notice. Acft over 115,000 lbs are restricted from 180° turns on

asph portion of Rwy 18-36. Acft with wingspan greater than 223'

are restricted from opr on Twy C between Twy A and AER 32. Civil acft with wingspan of 132' or greater and all air carrier acft must be escorted along Twy A north of Twy C by gnd handling agent. Military acft or acft

supporting mil mission with wingspan of 132' or greater must have escort or coordinate taxi procedures with gnd

handling agent prior to taxiing on Twy A. Acft opr as scheduled or charter passenger svc shall not taxi on Twy A

north of Twy B intersection without escort from gnd handling agent or arpt authority. Twy F clsd indef. Acft over

155,000 lbs are restricted from using the N part of Twy A at Rwy 18-36. Acft over 316,000 lbs are restricted

from using the S part of Twy A between Twy C and Rwy 14-32. Due to apron activity acft with wingspan greater

than 170' should be alert on Twy A between Twy C and Twy B. Rwy 14 and Rwy 32 touchdown, runway visual

range avbl. When twr clsd ACTIVATE HIRL Rwy 14-32, PAPI Rwy 18, VASI Rwy 36, MALSR Rwy 14 and MALSR

Rwy 32—CTAF. MIRL Rwy 18-36 not avbl when twr clsd. PAPI Rwy 14 and VASI Rwy 32 opr continuously. Flight

Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS (228) 867-9937. HIWAS 109.0 GPT. LAWRS.

**COMMUNICATIONS:** CTAF 123.7 ATIS 119.45 UNICOM 122.95

RCO 122.1R 109.0T (GREENWOOD RADIO)

(R) **GULFPORT APP/DEP CON** 124.6 (130°-309°) 127.5 (310°-129°) (1200-0500Z‡)

(R) **HOUSTON CENTER APP/DEP CON** 127.65 (0500-1200Z‡)

TOWER 123.7 (1200-0500Z‡) GND CON 120.4

**AIRSPACE:** CLASS D svc 1200-0500Z‡ other times CLASS G.

TRSA svc ctc APP CON

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

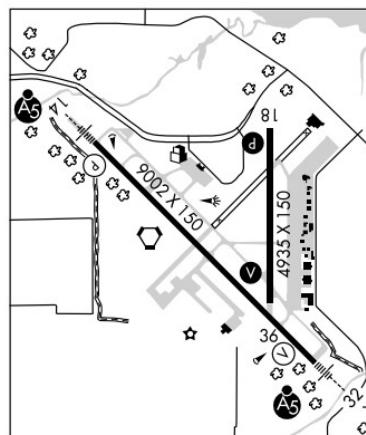
(L) VORTAC 109.0 GPT Chan 27 N30°24.41' W89°04.61' at fld. 23/02E. HIWAS.

BAYOU NDB (LOM) 360 GP N30°29.13' W89°09.73' 132° 6.7 NM to fld.

ILS 110.9 I-GPT Rwy 14. LOM BAYOU NDB. ILS unmonitored when twr closed.

ILS 108.3 I-UXI Rwy 32. Class IA. Unmonitored when twr clsd.

ASR (1200-0500Z‡)



#### G. V. MONTGOMERY (See FOREST)

**HANCO** N30°27.06' W89°27.32' NOTAM FILE HSA.

NDB (MHW/LOM) 221 HS 179° 5 NM to Stennis Intl.

NEW ORLEANS

L-21B, 22G, GOMC

**HARDY-ANDERS FLD NATCHEZ-ADAMS CO** (See NATCHEZ)

GULFPORT, MISSISSIPPI

## HI-ILS or LOC/DME RWY 14

LOC I-GPT  
110.9APCH CRS  
133°Rwy Idg 9002  
TDZE 27  
Apt Elev 28

JAL-576 [USA]

GULFPORT-BILOXI INTL (KGPT)

- ▼ \* When ALS inop, increase CAT CDE vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT C vis to 1 mile,  
 CAT DE vis to  $1\frac{1}{4}$  miles.



MISSIED APPROACH: Climb to 500, then climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

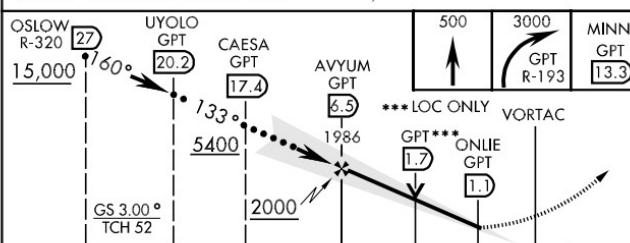
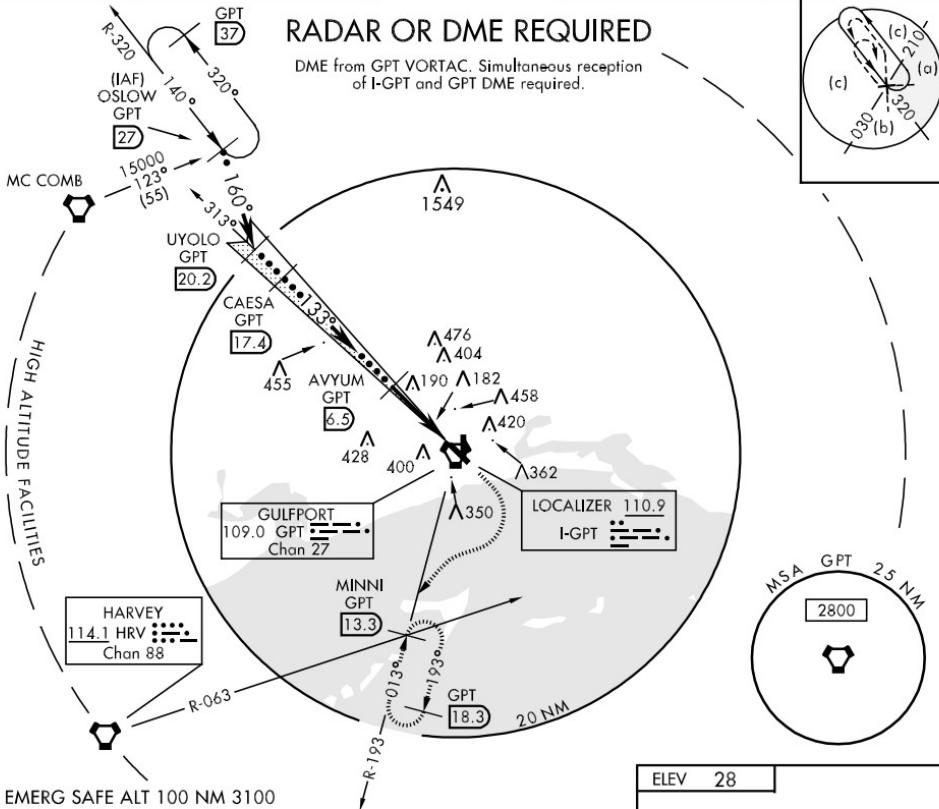
ATIS \*119.45

GULFPORT APP CON  
130°-309° 124.6 354.1  
310°-129° 127.5 254.25GULFPORT TOWER★  
123.7 CTAFL 339.8GND CON  
120.4 348.6

ASR

## RADAR OR DME REQUIRED

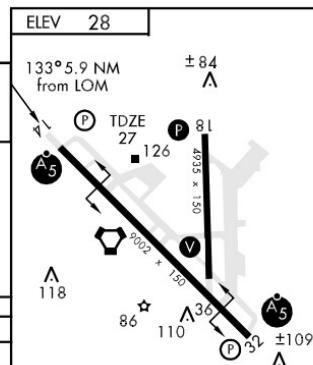
DME from GPT VORTAC. Simultaneous reception of I-GPT and GPT DME required.



CATEGORY	C	D	E
S-ILS 14 *	227/24	200	(200-1/2)
S-LOC 14 **	440/40	413	(500-3/4)
CIRCLING	660-1 1/4 632 (700-1 1/4)	660-2 632 (700-2)	820-2 3/4 792 (800-2 3/4)

GULFPORT, MISSISSIPPI

Amdt 6 09295



HIRL Rwy 14-32  
MIRL Rwy 18-36  
REIL Rwy 14, 18, 32, and 36

GULFPORT-BILOXI INTL (KGPT)

## HI-ILS or LOC/DME RWY 14

GULFPORT, MISSISSIPPI

**HI-ILS or LOC/DME RWY 32**

LOC I-UXI  
108.3

APCH CRS  
313°

Rwy Idg 9002  
TDZE 28  
Arpt Elev 28

JAL-576 [USAF]

GULFPORT-BILOXI INTL (KGPT)

**T** \* When ALS inop, increase CAT C RVR vis to 40 and CAT DE RVR to 60.



MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA 17.4 DME and hold.

ATIS ★  
119.45

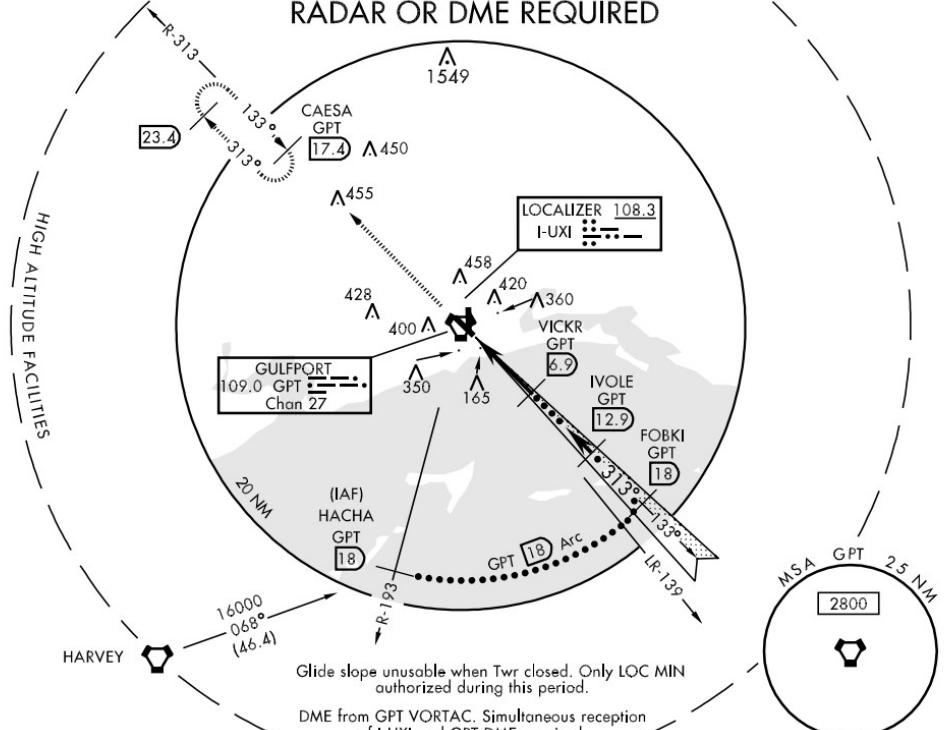
GULFPORT APP CON  
130°-309° 124.6 354.1  
310°-129° 127.5 254.2

GULFPORT TOWER★  
123.7 CTAF 339.8

GND CON

ASR

**RADAR OR DME REQUIRED**



EMERG SAFE ALT 100 NM 3100

\*\* LOC ONLY

VICKR GPT 6.9  
IVOLE GPT 12.9  
FOBKI R-133 18  
HACHA R-193 18

VORTAC

GPT \*\* 1.9

313

3900

2000

GS 3.00°  
TCH 56

6500

.9

16,000

VGSI and  
descent angles  
not coincident

CATEGORY	1 NM		3 NM		E
	C	D	(200-¾)		
S-ILS 32	228/40	200	(200-¾)		
S-LOC 32 *	380/40	352	(400-¾)		
CIRCLING	660-1¾ 632 (700-¾)	660-2 632 (700-2)		820-2¾ 792 (800-2¾)	

A topographic map section showing elevation 28. Key points labeled include A (118), P (81), and TDZE 28. Slope measurements shown are 49°1 x 5.00, 126, 9002, 150, and 36°.

HIRI Rwy 14-32 313° 6.0 NM

MRL Rwy 18-36	from FAF				
REIL Rwy 14, 18, 32, and 36	0				
FAF to MAP 6.0 NM					
Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

GULFPORT MISSISSIPPI

30°24'N-89°04'W

GUILEPORT-BILOXI INT'L (KGPT)

HI-ILS or LOC/DME RWY 32

GULFPORT, MISSISSIPPI

**HI-TACAN RWY 14**

VORTAC GPT <b>109.0</b> Chan 27	APCH CRS <b>140°</b>	Rwy Idg TDZE Arpt Elev	<b>9002</b> <b>27</b> <b>28</b>
---------------------------------------	-------------------------	------------------------------	---------------------------------------

JAL-576 [USAF]

GULFPORT-BILOXI INTL (KGPT)

**T** \* When ALS inop, increase vis CAT CD to 1½ miles,  
CAT E to 1½ miles.



**MISSSED APPROACH:** Climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

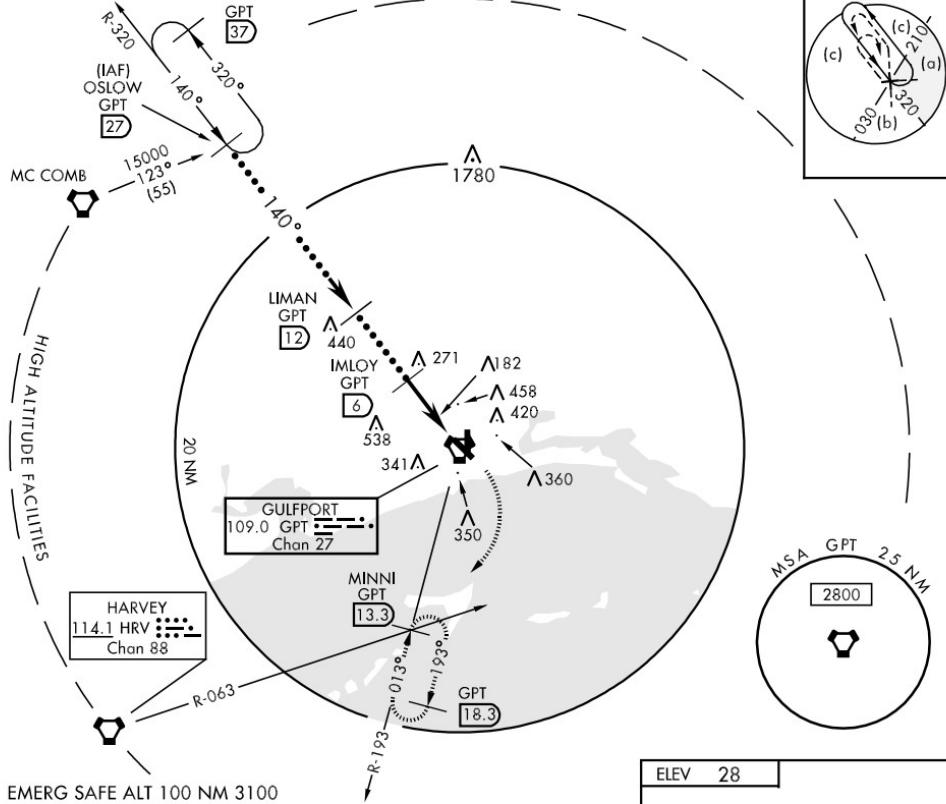
ATIS ★  
119.45

GULFPORT APP CON  
130°-309° 124.6 354.1  
310°-129° 127.5 254.25

GULFPORT TOWER★  
**123.7 CTAF L 339.8**

GND CON

ASR



EMERG SAFE ALT 100 NM 3100

GULFPORT MISSISSIPPI

30°24'N-89°04'W

GULFPORT-BILOXI INT'L (KGPT)

Amdt 6 09295

## HI-TACAN RWY 14

GULFPORT, MISSISSIPPI

## HI-TACAN RWY 32

VORTAC GPT 109.0 Chan 27	APCH CRS 307°	Rwy Idg 9002 TDZE 28 Arpt Elev 28
--------------------------------	------------------	---

JAL-576 [USAF]

GULFPORT-BILOXI INTL (KGPT)

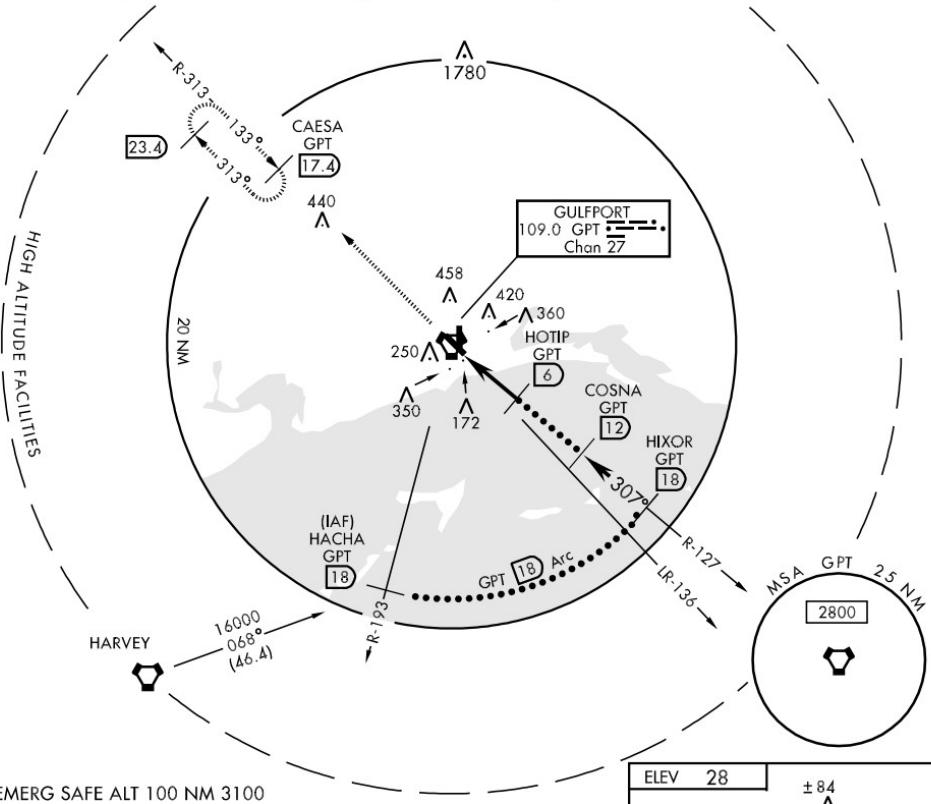
▼ \* When ALS inop, increase CAT CD RVR to 60 and CAT E vis to 1½ miles.



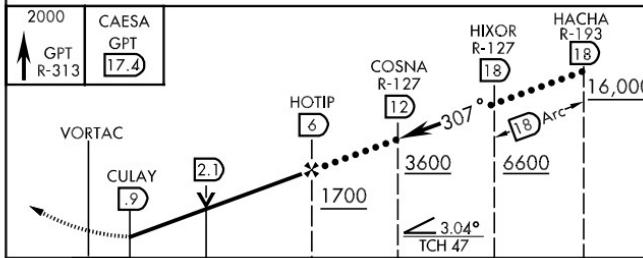
MISSSED APPROACH: Climb to 2000 via GPT R-313 to CAESA INT 17.4 DME and hold.

ATIS ★  
119.45GULFPORT APP CON  
130°-309° 124.6 354.1  
310°-129° 127.5 254.25GULFPORT TOWER★  
123.7 CTAFL 339.8GND CON  
120.4 348.6

ASR



EMERG SAFE ALT 100 NM 3100



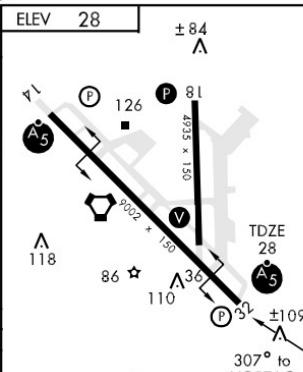
CATEGORY

CATEGORY	C	D	E
S-32 *	440/40 412 (500-¾)	440/50 412	(500-¾)
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

GULFPORT, MISSISSIPPI

30° 24'N-89° 04'W

Amdt 5 09295



HIRL Rwy 14-32  
MIRL Rwy 18-36  
REIL Rwy 14, 18, 32, and 36

GULFPORT-BILOXI INTL (KGPT)

HI-TACAN RWY 32



LOC I-GPT 110.9	APP CRS 133°	Rwy Idg TDZE Apt Elev	9002 27 28
--------------------	-----------------	-----------------------------	------------------

# ILS or LOC RWY 14

## GULFPORT-BILOXI INTL (GPT)

For inoperative MALSR increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1/2 mile. \*RVR 1800 authorized ASR with the use of FD or AP or HUD to DA.

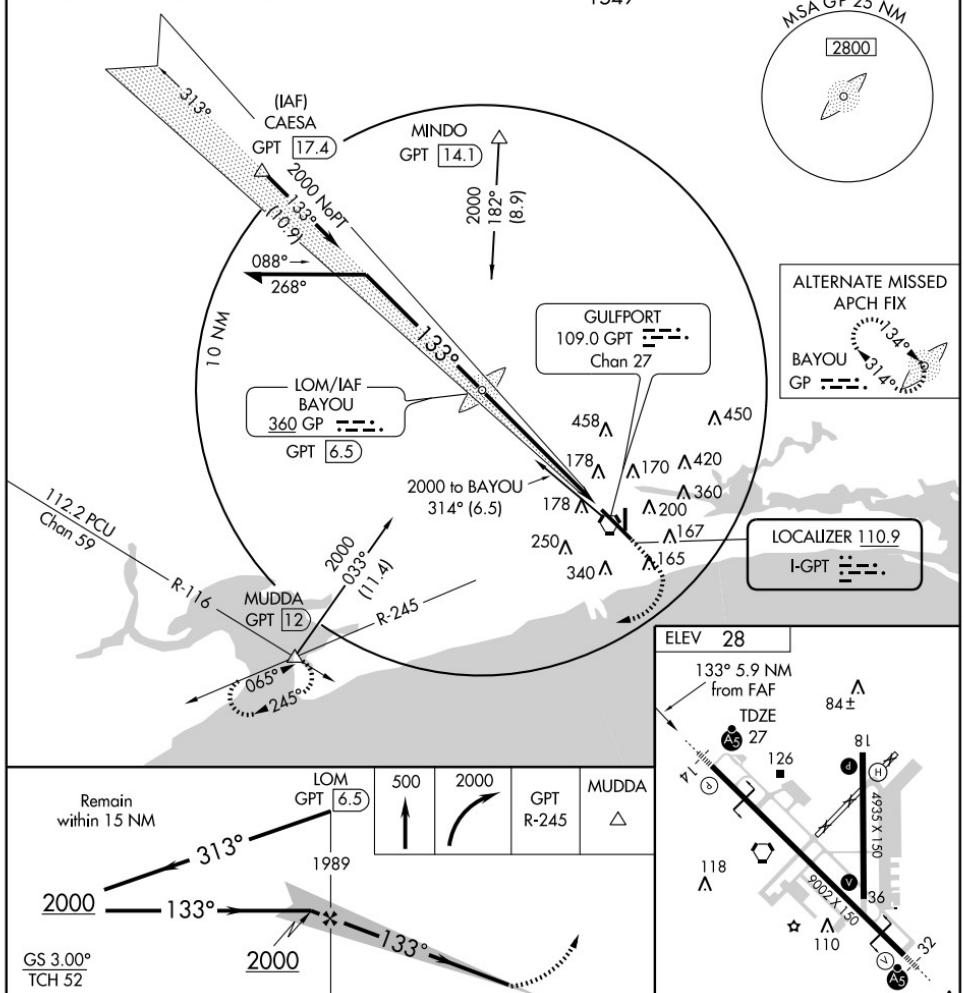


MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS 119.45	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
	124.6 254.25	123.7 (CTAF) 0 339.8	120.4 348.6	122.95

Procedure NA for arrivals at CAESA via V522 Westbound.

1549



CATEGORY	A	B	C	D	E
S-ILS 14		* 227/24 200 (200-1/2)			
S-LOC 14	440/24 413 (500-1/2)		440/40 413 (500-3/4)		440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1 1/4 632 (700-1 1/4)	660-2 632 (700-2)	820-2 3/4 792 (800-2 3/4)

MIRL Rwy 18-36  
HIRL Rwy 14-32

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

# RNAV (GPS) RWY 14

GULFPORT-BILOXI INTL (GPT)

WAAS CH 97301 W14A	APP CRS 133°	Rwy Idg 9002 TDZE 27 Apt Elev 28
--------------------------	-----------------	--

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to RVR 6000 and increase Circling Cat C and D visibility  $\frac{1}{4}$  mile.  
**A** For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Pascagoula altimeter setting, increase LPV visibility all Cats to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.



MISSED APPROACH:  
Climb to 2000 direct  
IVOLE and hold.

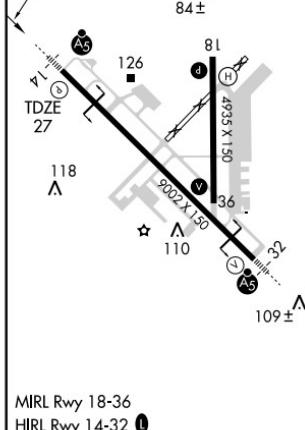
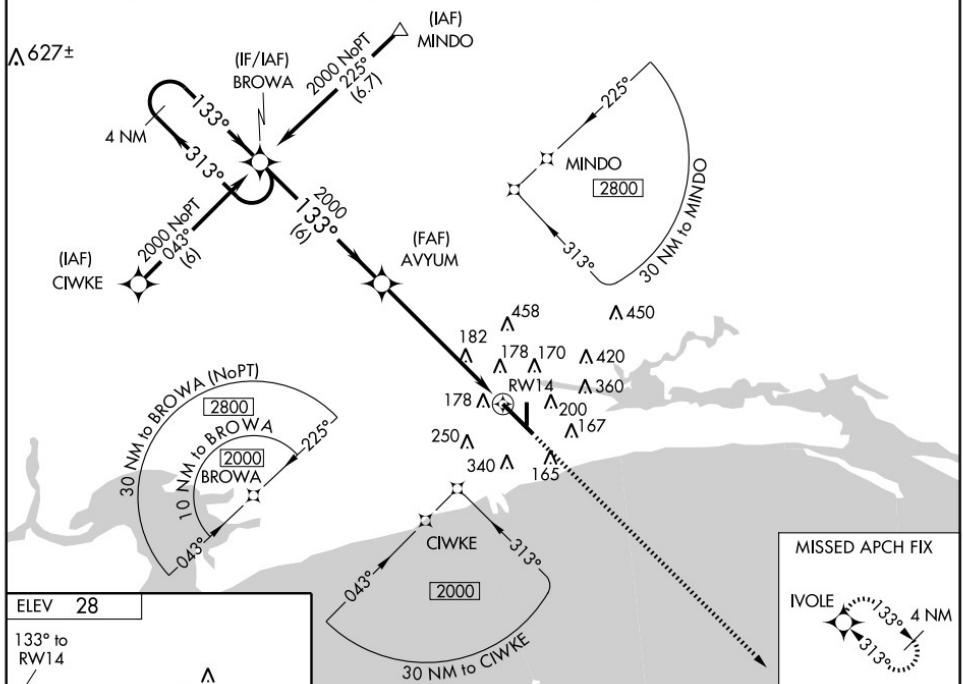
ATIS  
119.45

GULFPORT APP CON ★  
124.6 254.25

GULFPORT TOWER★  
123.7 (CTAF) 0 339.8

GND CON  
120.4 348.6

UNICOM  
122.95



## RNAV (GPS) RWY 18

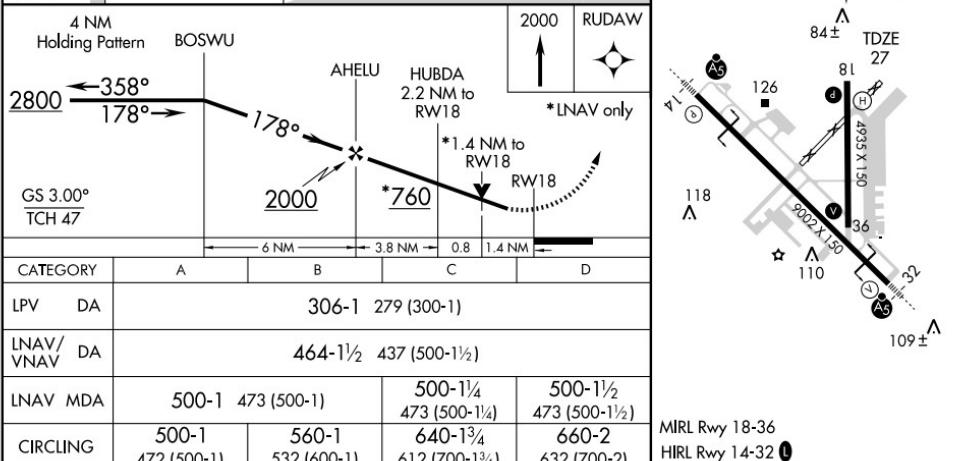
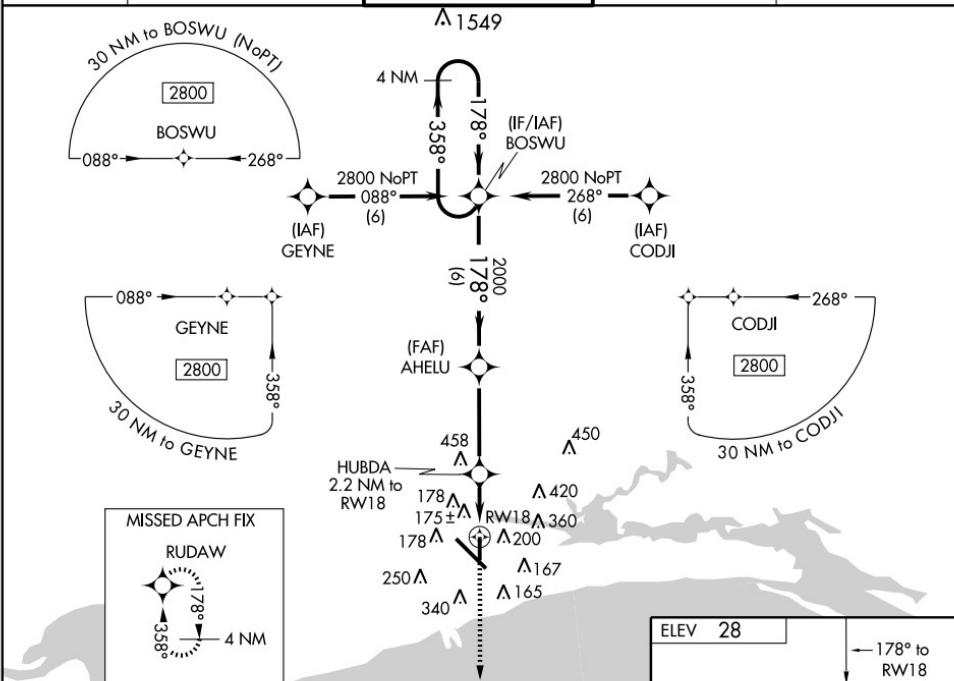
GULFPORT-BILOXI INTL (GPT)

WAAS CH 69512 W18A	APP CRS 178°	Rwy Idg 4935 TDZE 27 Apt Elev 28
--------------------------	-----------------	--

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and circling MDA 80 feet and increase LPV and LNAV/VNAV all Cuts and Circling Cat C and D visibility  $\frac{1}{4}$  mile. LNAV minimums NA when using Pascagoula altimeter setting. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSSED APPROACH: Climb to 2000 direct RUDAW and hold.

ATIS 119.45	GULFPORT APP CON *	GULFPORT TOWER*	GND CON 120.4 348.6	UNICOM 122.95
	124.6 254.25	123.7 (CTAF) 0 339.8		



GULFPORT, MISSISSIPPI

Amdt 1A 10098

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

RNAV (GPS) RWY 18

GULFPORT-BILOXI INTL (GPT)

RNAV (GPS) RWY 18

**RNAV (GPS) RWY 32**  
GULFPORT-BILOXI INTL (GPT)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME-RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all CatS to 1½ mile, LNAV visibility Cat C to RVR 6000, increase Circling visibility Cat C to 2 and Cat D to 2½ mile. Inoperative table does not apply to LPV all CatS. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR when using Pascagoula altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

**MALSR** MISSED APPROACH:  
A5 Climb to 2000 direct  
BROWA and hold.

ATIS  
119.45

GULFPORT APP CON ★  
124.6 254.25

GULFPORT TOWER ★  
123.7 (CTAF) 339.8

GND CON

**UNICOM**  
**122.95**

**MISSSED APCH FIX**

4 NM BROWA

133° 133°

1049A

30 NM to ROMMY

2800

228°

458

178

170

450

420

360

250

RW32

200

167

165

340

172±

(FAF) VICKR

(IAF) ROMMY

2000

FAROR

043°

30 NM to FAROR

133°

ELEV 28

W-453

IVOLE

2000

228° (6.3)

4 NM

313°

043° (6.1)

2000 NoPT

2000 NoPT

043° (6.1)

2000 NoPT

313°

043° (6.1)

2000 NoPT

(IAF) FAROR

(IF/IAF) IVOLE

VICKR

IVOLE

4 NM Holding Pattern

GS 3.00° TCH 56

84±

126

81

36

118

110

32

109±

133° to RW32

TDZE 28

051 X 564

\* LNAV only.

\* 1.2 NM to RW32

2000

313°

313°

2000

133°

133°

228/40 200 (200-¾)

525/60 497 (500-1⅓)

460/40 432 (500-¾)

460/50 432 (500-1)

500-1 (72/500-1)

560-1 (52/500-1)

640-1½ (612/700-1½)

660-2 (62/700-2)

MIRL Rwy 18-36

HIRL Rwy 14-32

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

GUILFORD MISSISSIPPI

Amdt 1 10098

2020-07-20 10:10

GULFPORT-BILOXI INTL (GPT)  
**RNAV (GPS) RWY 32**

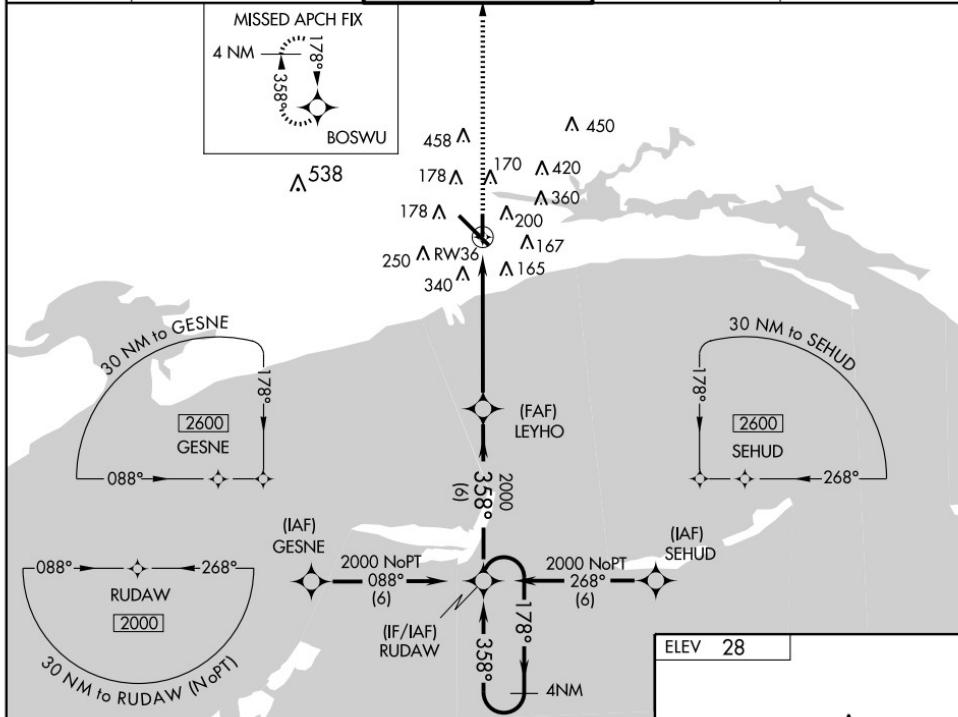
RNAV (GPS) RWY 36  
GULFPORT-BILOXI INTL (GPT)

WAAS CH 42812 W36A	APP CRS 358°	Rwy Idg 4935 TDZE 28 Apt Elev
--------------------------	-----------------	-------------------------------------

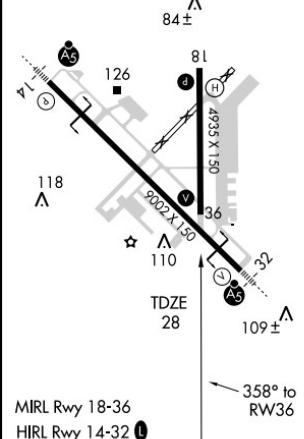
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-1.5^{\circ}\text{C}$  ( $5^{\circ}\text{F}$ ) or above  $49^{\circ}\text{C}$  ( $120^{\circ}\text{F}$ ).  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility  $\frac{1}{4}$  mile.  
 ASR VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSSED APPROACH: Climb to 2800 direct BOSWU and hold.

ATIS 119.45	GULFPORT APP CON ★ 124.6 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
----------------	------------------------------------	--	------------------------	------------------



2800	BOSWU	* LNAV only.
RW36	LEYHO	4 NM Holding Pattern
1.6	358°	2000
4.4 NM		GS 3.00° TCH 36
CATEGORY	A B C D	
LPV DA	328-1 300 (300-1)	
LNAV/ VNAV	660-2 1/4 632 (700-2 1/4)	
LNAV MDA	580-1 552 (600-1)	580-1 1/2 552 (600-1 1/2)
CIRCLING	580-1 552 (600-1)	640-1 3/4 612 (700-1 3/4)



VORTAC GPT <b>109.0</b> Chan 27	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>9002</b> <b>27</b> <b>28</b>
---------------------------------------	------------------------	-----------------------------	---------------------------------------

PP CRS  
1-108

Wwy Idg 9002  
DZE 27  
Spt Elev 28

**VOR/DME or TACAN RWY 14  
GULFPORT-BILOXI INTL (GPT)**

GULFPORT-BILOXI INTL (GPT)

MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

T  
A  
ASB

For inoperative MALS R increase S-14 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

MALSR  
A5

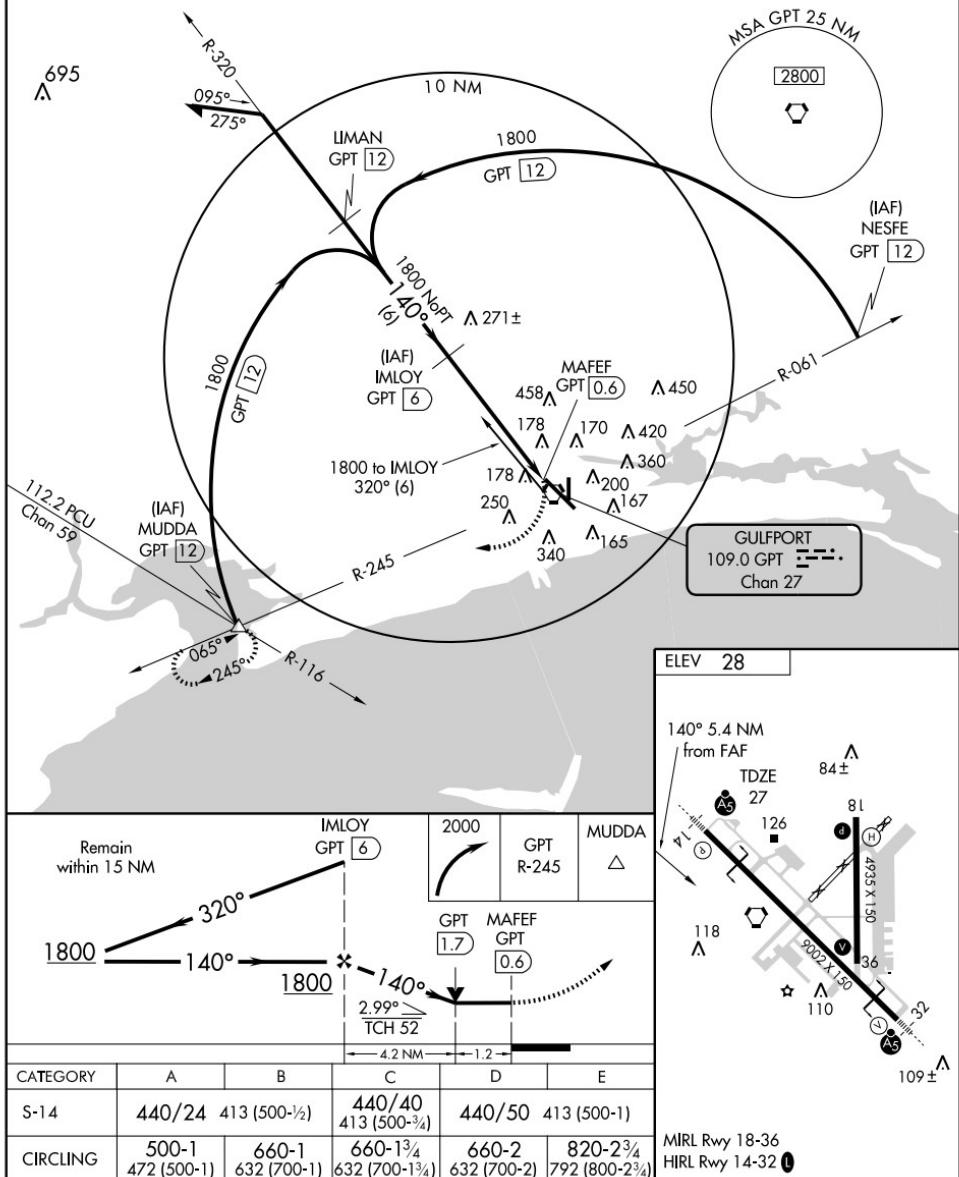
ATIS  
110-4E

GULFPORT APP CON ★  
134.6 254.35

**GULFPORT TOWER★  
123-7 (CTAE) • 339-8**

GND CON

UNICOM  
122.95



VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	307°	TDZE	28
Chan 27		Apt Elev	28

--	--	--	--

--	--	--	--

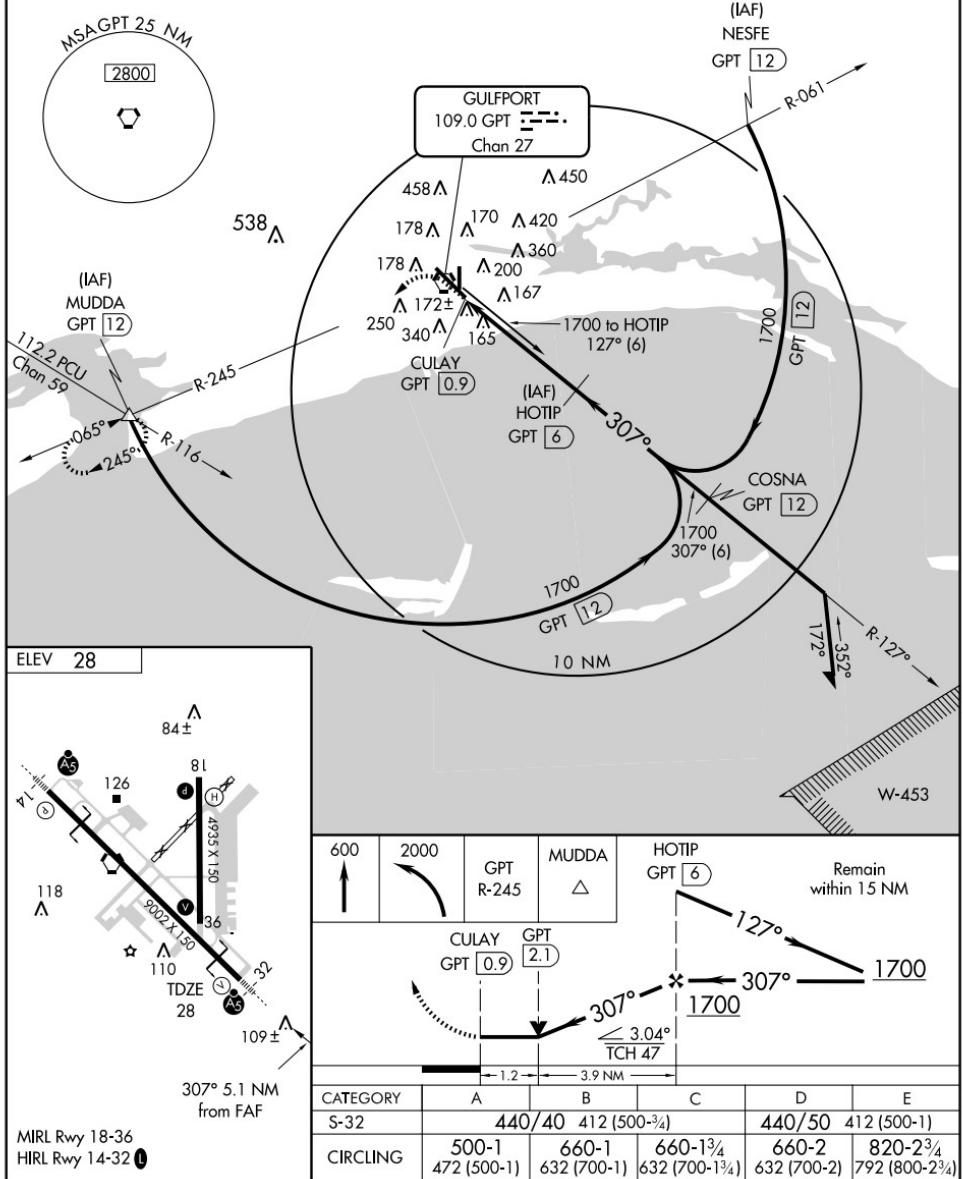
# VOR/DME or TACAN RWY 32

GULFPORT-BILOXI INTL (GPT)



MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via GPT R-245 to MUDDA INT/GPT 12 DME and hold.

ASR

ATIS  
119.45GULFPORT APP CON ★  
124.6 254.25GULFPORT TOWER ★  
123.7 (CTAF) 0 339.8GND CON  
120.4 348.6UNICOM  
122.95

VORTAC GPT	109.0
Chan 27	

APP CRS	136°

Rwy Idg	9002
TDZE	27
Apt Elev	28

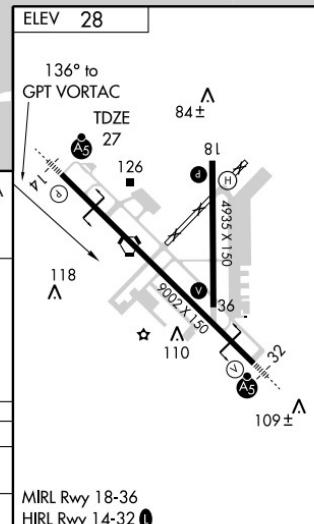
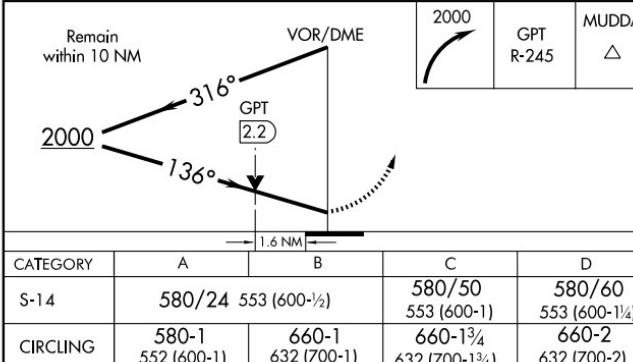
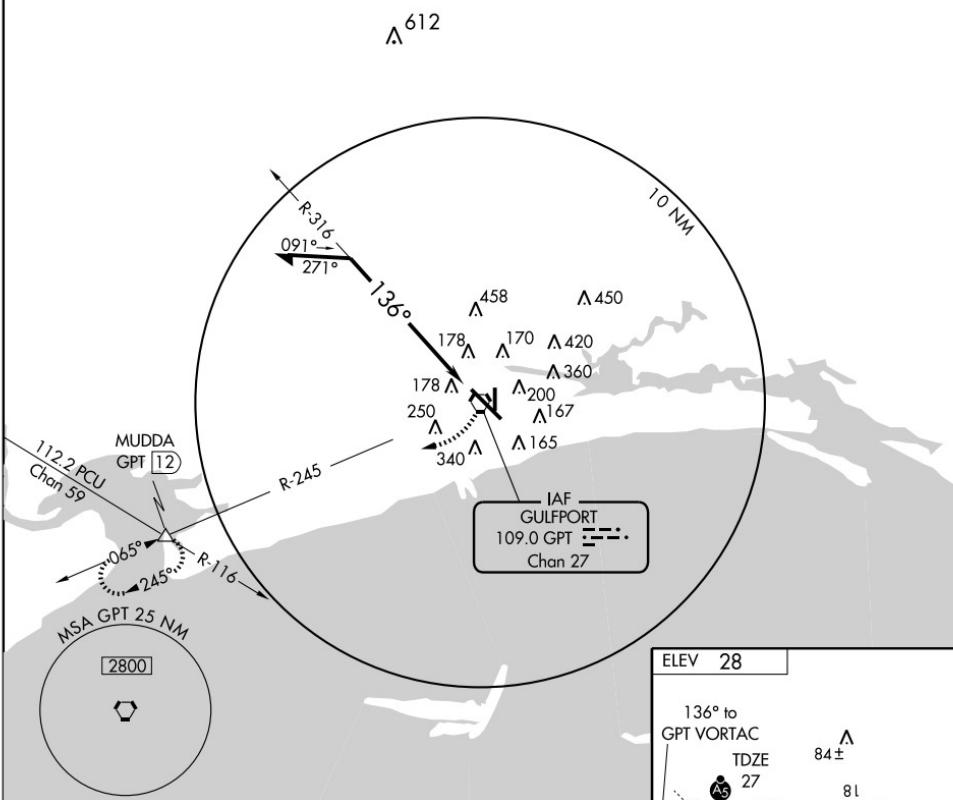
**VOR RWY 14**

GULFPORT-BILOXI INTL (GPT)

ASR  
▼

MALS  
A5

MISSSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS  
119.45GULFPORT APP CON ★  
124.6 254.25GULFPORT TOWER ★  
123.7 (CTAF) 0 339.8GND CON  
120.4 348.6UNICOM  
122.95

VORTAC GPT <b>109.0</b> Chan 27	APP CRS <b>308°</b>	Rwy Idg TDZE Apt Elev	<b>9002</b> 28 28
---------------------------------------	------------------------	-----------------------------	-------------------------

**T** For inoperative MALSR increase S-32 Cats A and B visibility to RVR 5000.  
ASR

MALSR  
A5

**VOR RWY 32**  
GULFPORT-BILOXI INTL (GPT)

ATIS  
110-45

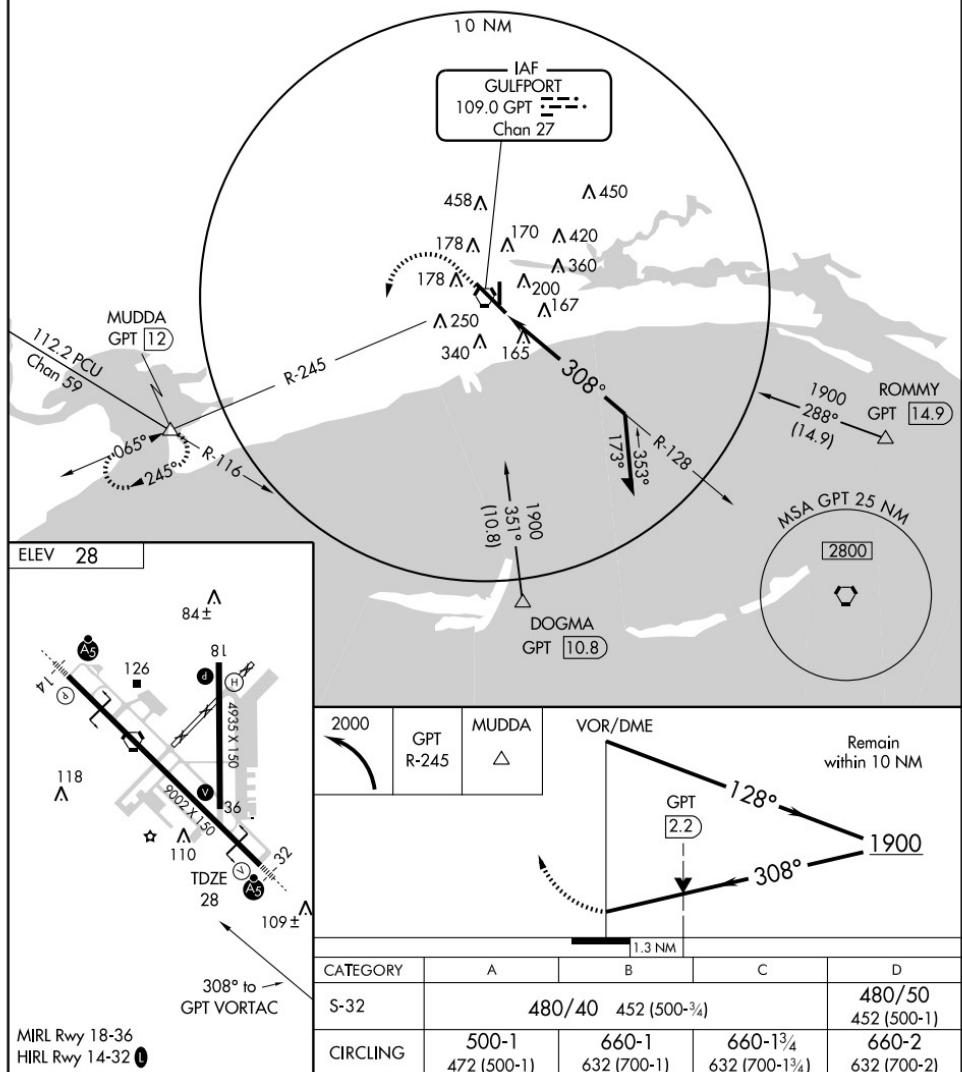
GULFPORT APP CON ★  
184.6.254.25

GULFPORT TOWER ★  
102.7 (GTAE) • 229.8

GND CON

UNICOM  
100 OF

612



**HATTIESBURG**

**HATTIESBURG BOBBY L CHAIN MUNI** (HBG) 4 SE UTC-6(-5DT) N31°15.90' W90°15.17'

151 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE HBG

**RWY 13-31:** H6094X150 (ASPH-GRVD) S-48, D-68, 2S-114, 2D-145

NEW ORLEANS

H-6J, L-21C, 22G

IAP

**RWY 13:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 996'.

Trees.

**RWY 31:** PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended dalgt hours. Fuel 24 hr credit card svc avbl. ACTIVATE HIRL Rwy 13-31; PAPI Rwy 13 and 31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.425 (601) 544-2185.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

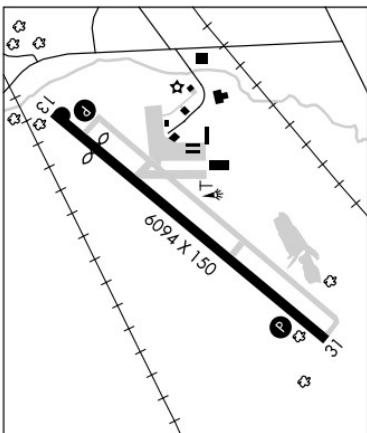
HOUSTON CENTER APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 150° 10.2 NM to fld. 290/05E.

HIRL

**HATTIESBURG-LAUREL RGNL** (PIB) 9 N UTC-6(-5DT) N31°28.03' W89°20.22'

298 B S2 FUEL 100, JET A, Class I, ARFF Index A NOTAM FILE PIB

**RWY 18-36:** H6501X150 (ASPH-GRVD) S-125, D-225, 2S-175, 2D-275 HIRL

NEW ORLEANS

H-6J, L-22G

IAP

**RWY 18:** MALS.R. REIL. PAPI(P4L)—GA 3.0°TCH 60'.

**RWY 36:** REIL. PAPI(P4L)—GA 3.0°TCH 59'.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 18:** TORA-6501 TODA-6501 ASDA-6501 LDA-6501

**RWY 36:** TORA-6501 TODA-6501 ASDA-6501 LDA-6501

**AIRPORT REMARKS:** Attended 1100-0500Z‡. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR, call arpt manager 601-545-3111. HIRL Rwy 18-36 preset on med ints; to increase ints and ACTIVATE PAPI Rwy 18 and 36, MALS.R Rwy 18 and REILS Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (601) 584-6701. LAWRS.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

HOUSTON CENTER APP/DEP CON 126.8

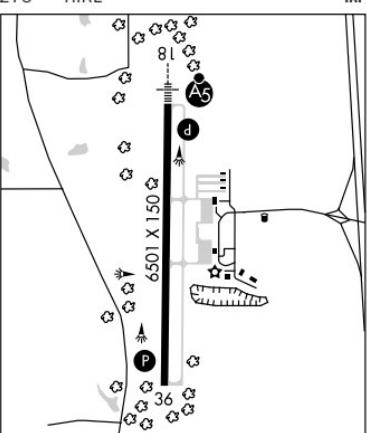
**AIRSPACE:** CLASS E svc 1200-0400Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 356° 2.9 NM to fld. 290/05E.

**ILS 109.5 I-PIB** Rwy 18. Class IB. Back Course Unusable.

**HAWKINS FLD** (See JACKSON)**HERNANDO VILLAGE AIRPARK, INC** (H75) 2SW UTC-6(-5DT) N34°47.89' W90°02.22'

MEMPHIS

242 FUEL 100LL NOTAM FILE GWO Not insp.

**RWY 14-32:** 3340X65 (TURF) S-12 LIRL

**RWY 14:** Trees.

**RWY 32:** Tower.

**AIRPORT REMARKS:** Attended dalgt hrs. Rwy 14-32 LIRL OTS indef. ACTIVATE LIRL Rwy 14-32—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**HESLER-NOBLE FLD** (See LAUREL)**HOLLANDALE MUNI** (14M) 2 NE UTC-6(-5DT) N33°10.95' W90°49.83'

MEMPHIS

L-18F

114 B NOTAM FILE GWO

**RWY 08-26:** H3000X50 (ASPH) S-21 MIRL

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 08-26 opr 2300-0400Z‡; after 0400Z‡ ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.7

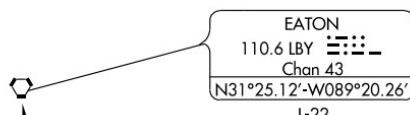
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

**GREENVILLE (L) VOR/DME** 110.2 GLH Chan 39 N33°31.41' W90°58.98' 155° 21.8 NM to fld. 130/04E.

## EATON ONE DEPARTURE

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)  
HATTIESBURG, MISSISSIPPI

ASOS 135.425  
HOUSTON CENTER  
126.8 327.8  
CTAF 122.8

TAKEOFF MINIMUMS:

Rwy 13, ATC climb of 300' per NM to 600.  
Rwy 13, Do not exceed 230 knots until established on heading 320°.

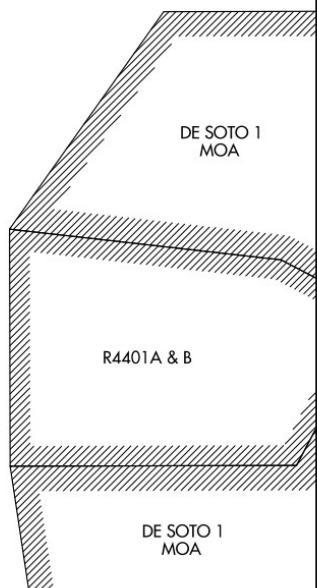
Rwy 31, Standard.

TAKE-OFF OBSTACLES:

Rwy 13: Numerous trees beginning 1184' from DER, 26' left of centerline up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229' MSL.

Rwy 31: Numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

Note: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence . . .

TAKE-OFF RUNWAY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence . . .

. . . . Maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

## EATON ONE DEPARTURE

(LBY1.LBY) 09183

HATTIESBURG, MISSISSIPPI  
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

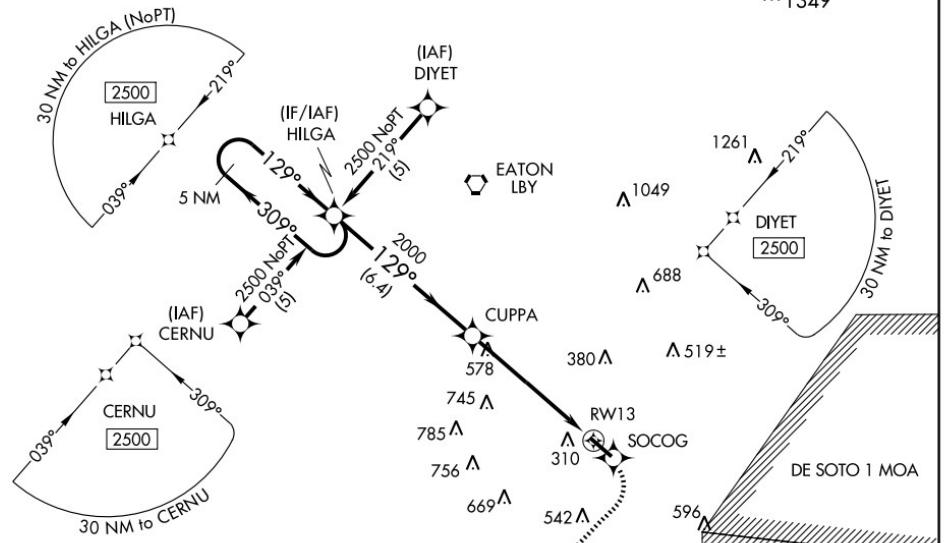


WAAS  
CH 86403  
W13AAPP CRS  
129°Rwy Idg 5098  
TDZE 151  
Apt Elev 151RNAV (GPS) Z RWY 13  
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

**T** If local altimeter setting not received, use Hattiesburg-Laurel  
**A** Rgnl altimeter setting and increase DA to 705 feet.  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

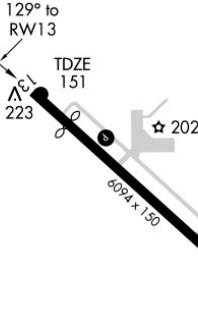
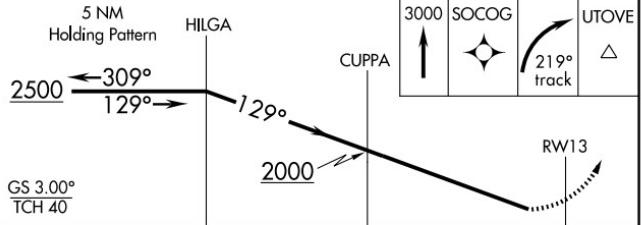
MISSSED APPROACH: Climb to 3000  
 direct SOCOG and right turn via 219°  
 track to UTOVE and hold.ASOS  
135.425HOUSTON CENTER  
126.8 327.8UNICOM  
122.8 (CTAF) 0

A 1349



Uncontrolled helicopter and military  
 airlift aircraft in vicinity of Hagler AAF  
 and Shelby Auxiliary 1 Airfield.

ELEV 151

REIL Rwy 13 0  
HIRL Rwy 13-31 0

CATEGORY	A	B	C	D
LPV DA			654-1 1/4 503 (600-1 1/4)	

VORTAC LBY	APP CRS	Rwy Idg	5098
110.6	151°	TDZE	151
Chan 43		Apt Elev	151

151°
------

5098
151
151

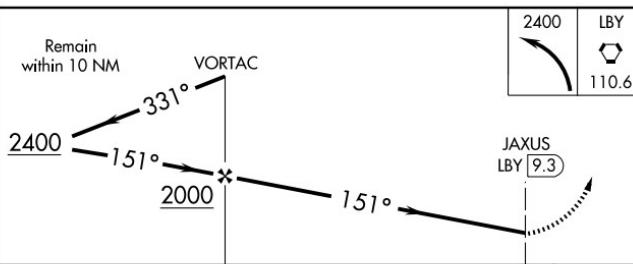
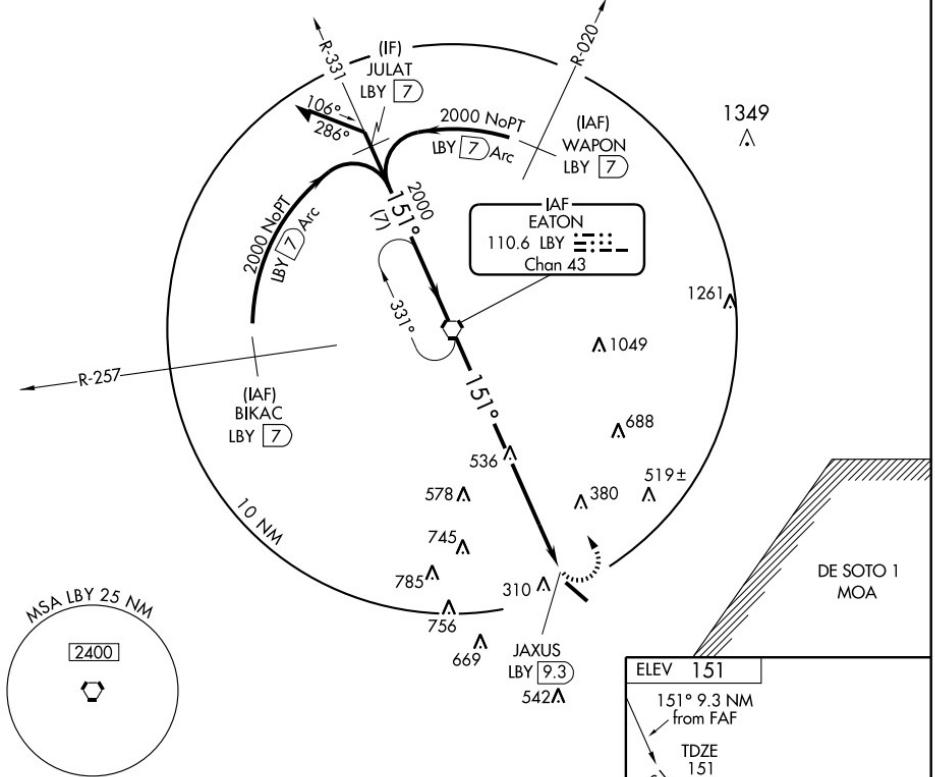
▼ When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2400 direct LBY VORTAC and hold.

ASOS
135.425

HOUSTON CENTER
126.8 327.8

UNICOM
122.8 (CTAF) 1



CATEGORY	A	B	C	D
S-13	2000-1 1/4 1849 (1900-1 1/4)	2000-1 1/2 1849 (1900-1 1/2)	2000-3 1849 (1900-3)	
CIRCLING	2000-1 1/4 1849 (1900-1 1/4)	2000-1 1/2 1849 (1900-1 1/2)	2000-3 1849 (1900-3)	

**HATTIESBURG**

**HATTIESBURG BOBBY L CHAIN MUNI** (HBG) 4 SE UTC-6(-5DT) N31°15.90' W90°15.17'

151 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE HBG  
**RWY 13-31:** H6094X150 (ASPH-GRVD) S-48, D-68, 2S-114, 2D-145 HIRL  
**RWY 13:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 996'. Trees.

NEW ORLEANS

H-6J, L-21C, 22G

IAP

**RWY 31:** PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended dalgt hours. Fuel 24 hr credit card svc avbl. ACTIVATE HIRL Rwy 13-31; PAPI Rwy 13 and 31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.425 (601) 544-2185.

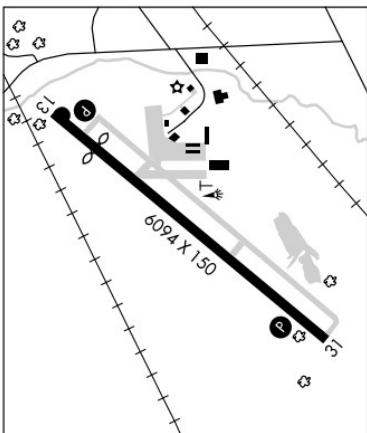
**COMMUNICATIONS:** CTAF/UNICOM 122.8

HOUSTON CENTER APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'  
 W89°20.26' 150° 10.2 NM to fld. 290/05E.

HIRL

**HATTIESBURG-LAUREL RGNL** (PIB) 9 N UTC-6(-5DT) N31°28.03' W89°20.22'

298 B S2 FUEL 100, JET A, Class I, ARFF Index A NOTAM FILE PIB

**RWY 18-36:** H6501X150 (ASPH-GRVD) S-125, D-225, 2S-175, 2D-275 HIRL

NEW ORLEANS

H-6J, L-22G

IAP

**RWY 18:** MALS.R. REIL. PAPI(P4L)—GA 3.0°TCH 60'.

**RWY 36:** REIL. PAPI(P4L)—GA 3.0°TCH 59'.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 18:** TORA-6501 TODA-6501 ASDA-6501 LDA-6501

**RWY 36:** TORA-6501 TODA-6501 ASDA-6501 LDA-6501

**AIRPORT REMARKS:** Attended 1100-0500Z‡. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR, call arpt manager 601-545-3111. HIRL Rwy 18-36 preset on med ints; to increase ints and ACTIVATE PAPI Rwy 18 and 36, MALS.R Rwy 18 and REILS Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (601) 584-6701. LAWRS.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

HOUSTON CENTER APP/DEP CON 126.8

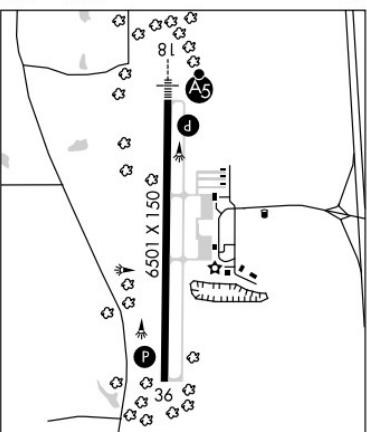
**AIRSPACE:** CLASS E svc 1200-0400Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 356° 2.9 NM to fld. 290/05E.

ILS 109.5 I-PIB Rwy 18. Class IB. Back Course Unusable.

**HAWKINS FLD** (See JACKSON)**HERNANDO VILLAGE AIRPARK, INC** (H75) 2SW UTC-6(-5DT) N34°47.89' W90°02.22'

MEMPHIS

242 FUEL 100LL NOTAM FILE GWO Not insp.

**RWY 14-32:** 3340X65 (TURF) S-12 LIRL

**RWY 14:** Trees. **RWY 32:** Tower.

**AIRPORT REMARKS:** Attended dalgt hrs. Rwy 14-32 LIRL OTS indef. ACTIVATE LIRL Rwy 14-32—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**HESLER-NOBLE FLD** (See LAUREL)**HOLLANDALE MUNI** (14M) 2 NE UTC-6(-5DT) N33°10.95' W90°49.83'

MEMPHIS

L-18F

114 B NOTAM FILE GWO

**RWY 08-26:** H3000X50 (ASPH) S-21 MIRL

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 08-26 opr 2300-0400Z‡; after 0400Z‡ ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.7

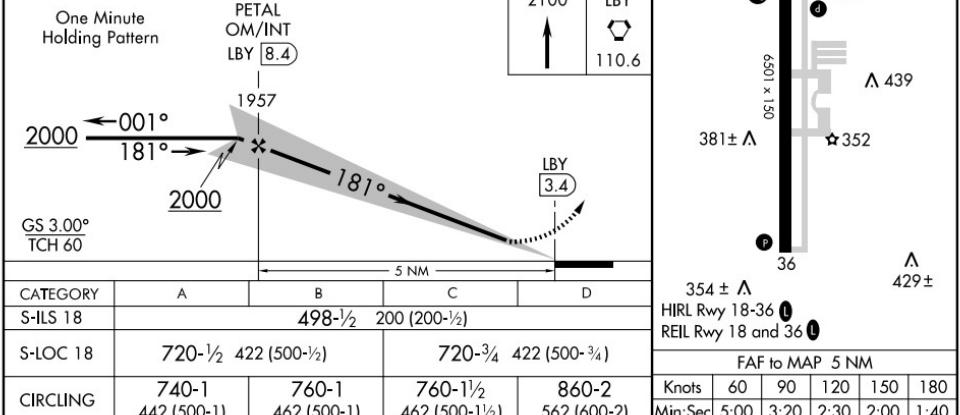
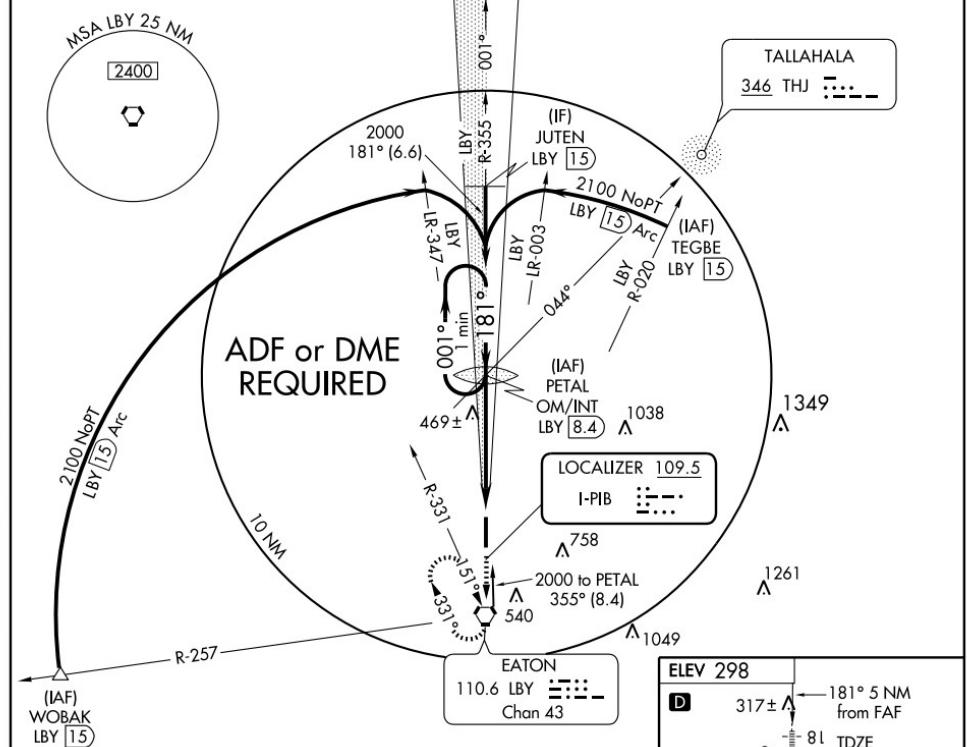
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 155° 21.8 NM to fld. 130/04E.

LOC I-PIB  
109.5APP CRS  
181°Rwy Idg 6501  
TDZE 298  
Apt Elev 298ILS or LOC RWY 18  
HATTIESBURG-LAUREL RGNL (PIB)

- T** When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase S-LOC 18 Cat D  $\frac{1}{4}$  mile.

MALSR  
AG MISSED APPROACH: Climb to 2100 direct LBY VORTAC and hold, continue climb-in-hold to 2100.

AWOS-3  
128.325HOUSTON CENTER  
126.8 327.8UNICOM  
123.0 (CTAF) 0

WAAS CH 49201 W18A	APP CRS 181°	Rwy Idg 6501 TDZE 298 Apt Elev 298
--------------------------	-----------------	--

# RNAV (GPS) RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

For inoperative MALSR, increase LNAV Cat D visibility to 1 1/4 mile. Baro-VNAV NA when using Bobby L. Chain Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

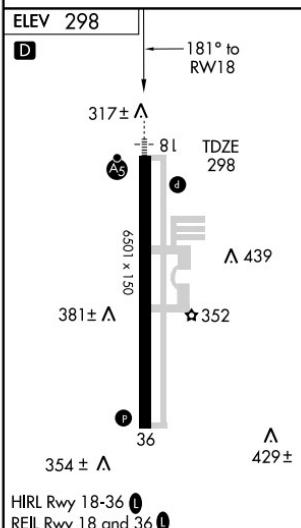
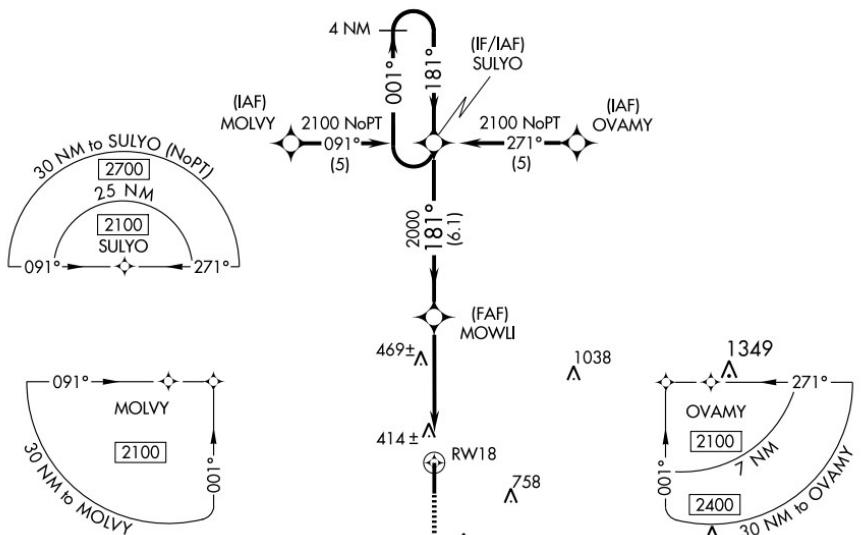
When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV/VNAV all Cats visibility 1/4 mile. VDP NA with Bobby L. Chain Muni altimeter setting.

MALSR MISSED APPROACH: Climb to 2000 direct REWYO and hold.

AWOS-3  
128.325

HOUSTON CENTER  
126.8 327.8

UNICOM  
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		498-1/2	200 (200-1/2)	
LNAV/VNAV DA		691-3/4	393 (400-3/4)	
LNAV MDA	720-1/2	422 (500-1/2)	720-3/4 422 (500-3/4)	720-1 422 (500-1)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1/2 462 (500-1/2)	860-2 562 (600-2)

WAAS CH 93901 W36A	APP CRS 001°	Rwy Idg 6501 TDZE Apt Elev 298
--------------------------	-----------------	--------------------------------------

# RNAV (GPS) RWY 36

HATTIESBURG-LAUREL RGNL (PIB)

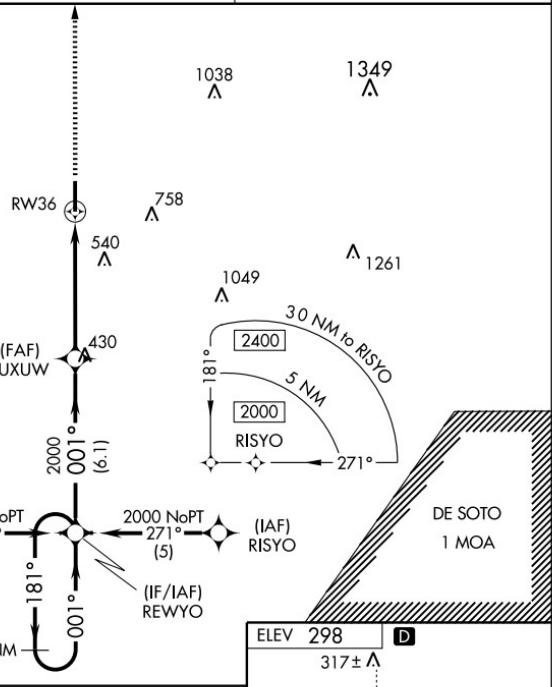
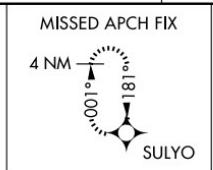
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV MDA Cat C and D visibility  $\frac{1}{4}$  mile. Baro-VNAV NA when using Hattiesburg Bobby L. Chain Muni altimeter setting.

MISSED APPROACH: Climb to 2100 direct SULYO and hold.

AWOS-3  
128.325

HOUSTON CENTER  
126.8 327.8

UNICOM  
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	546-1	250 (300-1)		
LNAV/ VNAV DA	625-1½	329 (400-1½)		
LNAV MDA	680-1	384 (400-1)	680-1½	384 (400-1½)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

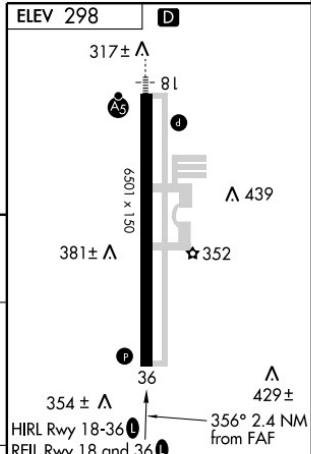
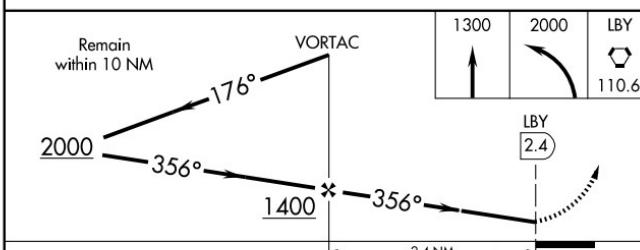
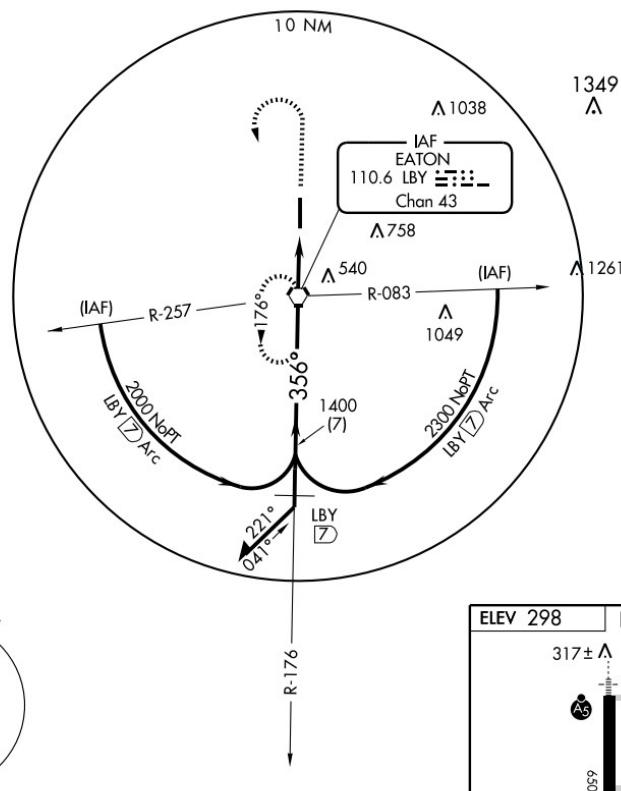
VORTAC LBY 110.6 Chan 43	APP CRS 356°	Rwy Idg TDZE	N/A N/A	Apt Elev 298
--------------------------------	-----------------	-----------------	------------	-----------------

VOR-A

HATTIESBURG-LAUREL RGNL (PIB)

**T**

MISSSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct LBY VORTAC and hold.

AWOS-3  
128.325HOUSTON CENTER  
126.8 327.8UNICOM  
123.0 (CTAF) **L**

CATEGORY	A	B	C	D	FAF to MAP 2.4 NM
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)	Knots 60 90 120 150 180 Min:Sec 2:24 1:36 1:12 0:58 0:48

**HOLLY SPRINGS—MARSHALL CO** (M41) 4 W UTC-6(-5DT) N34°48.26' W89°31.27'

553 B S4 FUEL 100LL, JET A NOTAM FILE GWO  
**RWY 18-36:** H3201X60 (ASPH) S-15 MIRL 1.1% up S  
 RWY 18: PAPI(P2L)—GA 2.75° TCH 86'.  
 RWY 36: PAPI(P2L)—GA 3.25° TCH 65'.

**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. Fuel 24 hr credit card svc avbl.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

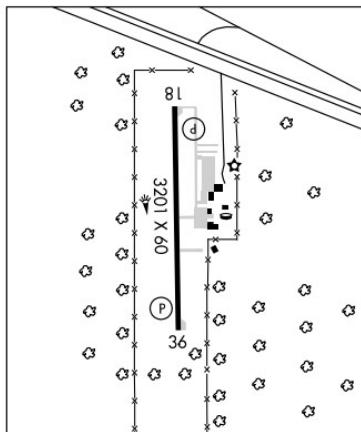
RCO 122.1R 112.4T (GREENWOOD RADIO)  
 RCO 122.3 (GREENWOOD RADIO)

(R) MEMPHIS APP CON 125.8 120.07  
 (R) MEMPHIS DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) VORTAC 112.4 HLI Chan 71 N34°46.22'  
 W89°29.79' 326° 2.4 NM to fld. 630/03E.

MEMPHIS  
 L-18G  
 IAP



**HOUSTON MUNI** (M44) 2 SW UTC-6(-5DT) N33°53.51' W89°01.42'

MEMPHIS  
 L-18G

337 B S2 NOTAM FILE GWO

**RWY 03-21:** H3800X75 (ASPH) S-26 MIRL

RWY 03: PAPI(P2L)—GA 3.92° TCH 52'. Trees. RWY 21: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon–Fri continuously, Sat–Sun on call. For arpt attendant Sat–Sun call 662–456–8484.

Fuel avbl in emergency only; fuel tanks privately owned. Power plant repairs avbl in emergencies only; call attendant. ACTIVATE MIRL Rwy 03–21—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.

**COMMUNICATIONS:** CTAF 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 297° 32.9 NM to fld. 250/00E.  
 Monitored Mon–Fri 1300–0100Z‡, Sun 1600–2300Z‡. No NOTAM MP Mon–Fri 0300–1030Z‡,  
 Sun 1300–1500Z‡.

### I H BASS JR MEML (See LUMBERTON)

**INDIANOLA MUNI** (IDL) 2 NW UTC-6(-5DT) N33°29.14' W90°40.73'

MEMPHIS  
 H-6J, L-18F  
 IAP

126 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H7004X150 (CONC) S-20 MIRL

RWY 18: Tree.

**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. For svc after hours call 662–887–2580. ACTIVATE MIRL Rwy 18–36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

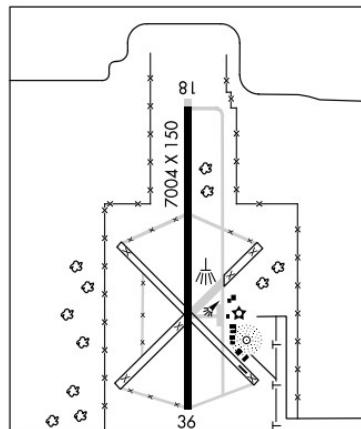
MEMPHIS CENTER APP/DEP CON 135.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 271° 20.2 NM to fld. 125/03E.

NDB (MHW) 284 IDL N33°28.81' W90°40.54' at fld. NDB unmonitored.



**INNOVATOR** MYT N28°13.23' W89°36.90'

AWOS-3 119.975

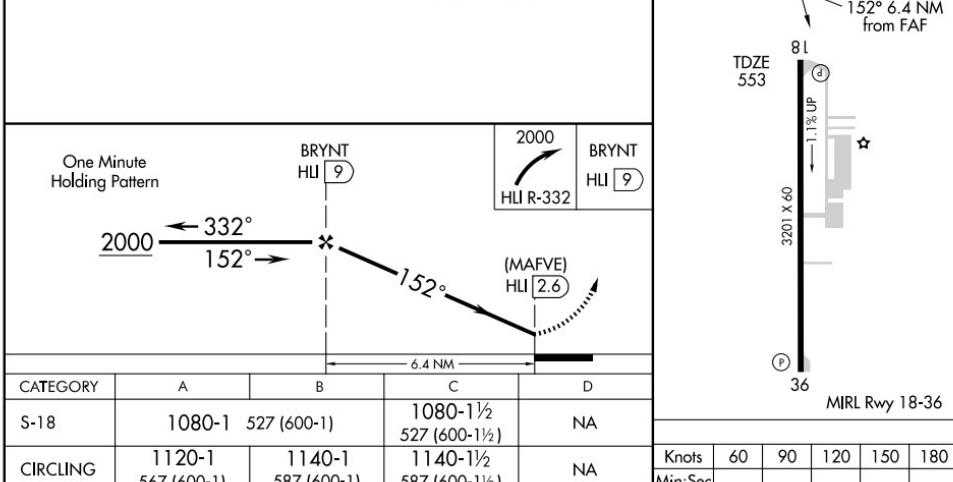
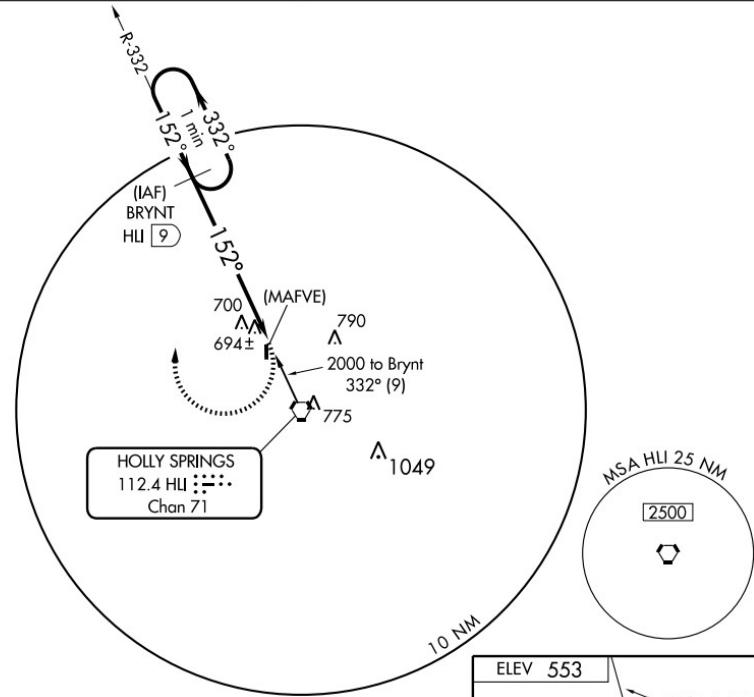
L-21B, GOMC

VORTAC HLI 112.4 Chan 71	APP CRS 152°	Rwy Idg TDZE Apt Elev	3201 553 553
--------------------------------	-----------------	-----------------------------	--------------------

# VOR/DME or GPS RWY 18

HOLLY SPRINGS-MARSHALL COUNTY (M41)

<b>T</b> Use Memphis altimeter setting.	MISSED APPROACH: Climbing right turn to 2000 via HLI R-332 to BRYNT HLI 9 DME and hold.
<b>A</b> NA	UNICOM <b>122.8</b> (CTAF)



**HOLLY SPRINGS—MARSHALL CO** (M41) 4 W UTC-6(-5DT) N34°48.26' W89°31.27'

553 B S4 FUEL 100LL, JET A NOTAM FILE GWO  
**RWY 18-36:** H3201X60 (ASPH) S-15 MIRL 1.1% up S  
 RWY 18: PAPI(P2L)—GA 2.75° TCH 86'.  
 RWY 36: PAPI(P2L)—GA 3.25° TCH 65'.

**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. Fuel 24 hr credit card svc avbl.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

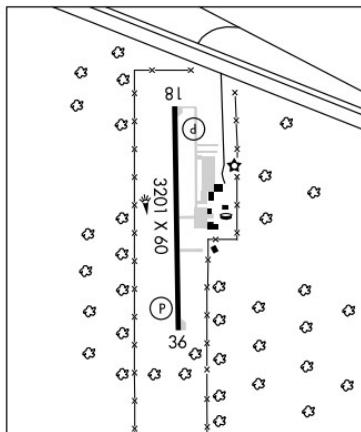
RCO 122.1R 112.4T (GREENWOOD RADIO)  
 RCO 122.3 (GREENWOOD RADIO)

(R) MEMPHIS APP CON 125.8 120.07  
 (R) MEMPHIS DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) VORTAC 112.4 HLI Chan 71 N34°46.22'  
 W89°29.79' 326° 2.4 NM to fld. 630/03E.

MEMPHIS  
 L-18G  
 IAP



**HOUSTON MUNI** (M44) 2 SW UTC-6(-5DT) N33°53.51' W89°01.42'

MEMPHIS  
 L-18G

337 B S2 NOTAM FILE GWO

**RWY 03-21:** H3800X75 (ASPH) S-26 MIRL

RWY 03: PAPI(P2L)—GA 3.92° TCH 52'. Trees. RWY 21: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon–Fri continuously, Sat–Sun on call. For arpt attendant Sat–Sun call 662–456–8484.

Fuel avbl in emergency only; fuel tanks privately owned. Power plant repairs avbl in emergencies only; call attendant. ACTIVATE MIRL Rwy 03–21—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.

**COMMUNICATIONS:** CTAF 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 297° 32.9 NM to fld. 250/00E.  
 Monitored Mon–Fri 1300–0100Z‡, Sun 1600–2300Z‡. No NOTAM MP Mon–Fri 0300–1030Z‡,  
 Sun 1300–1500Z‡.

### I H BASS JR MEML (See LUMBERTON)

**INDIANOLA MUNI** (IDL) 2 NW UTC-6(-5DT) N33°29.14' W90°40.73'

MEMPHIS  
 H-6J, L-18F  
 IAP

126 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H7004X150 (CONC) S-20 MIRL

RWY 18: Tree.

**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. For svc after hours call 662–887–2580. ACTIVATE MIRL Rwy 18–36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

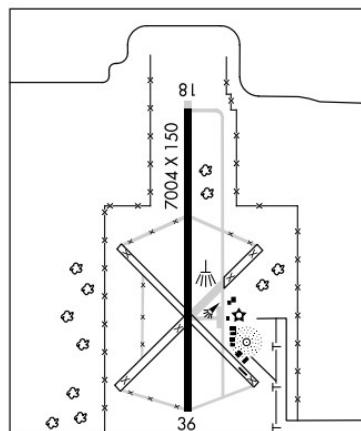
MEMPHIS CENTER APP/DEP CON 135.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 271° 20.2 NM to fld. 125/03E.

NDB (MHW) 284 IDL N33°28.81' W90°40.54' at fld. NDB unmonitored.



**INNOVATOR** MYT N28°13.23' W89°36.90'

AWOS-3 119.975

L-21B, GOMC

# NDB RWY 18

## INDIANOLA MUNI (IDL)

NDB IDL 284	APP CRS 171°	Rwy Idg TDZE Apt Elev	7004 126 126
----------------	-----------------	-----------------------------	--------------------

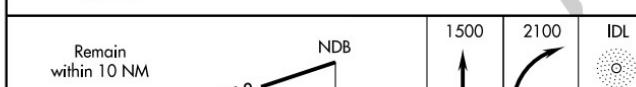
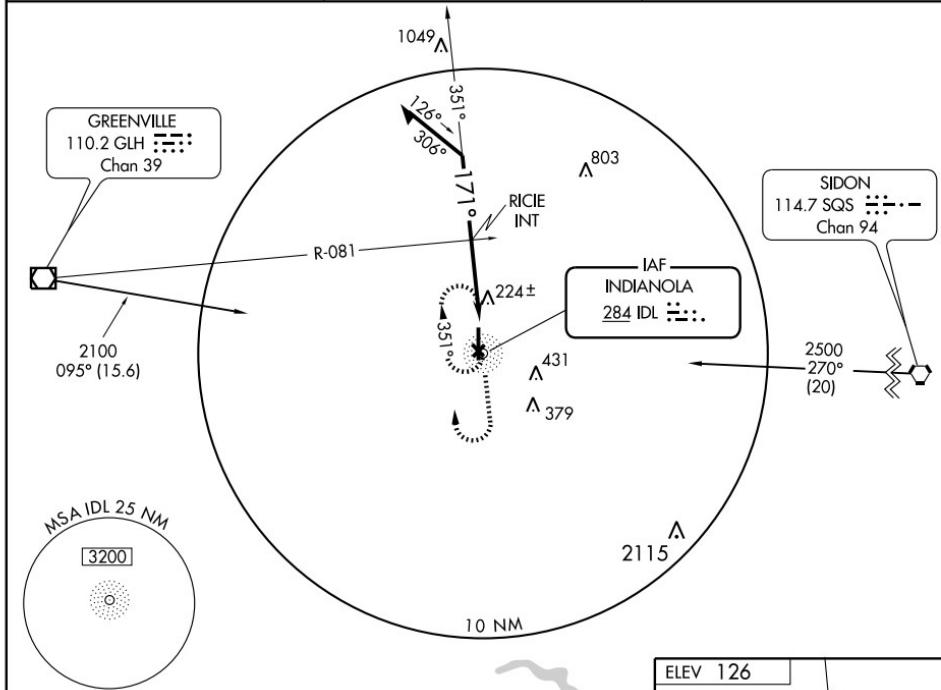
MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct IDL NDB and hold.

**V** NA Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

GREENVILLE ASOS  
**125.525**

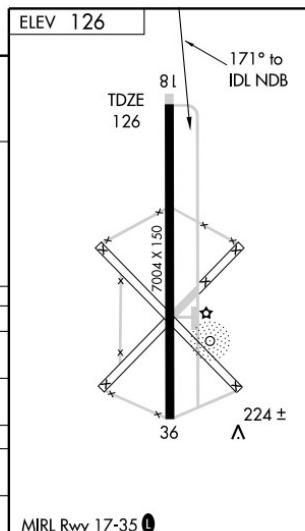
MEMPHIS CENTER  
**135.875**    **269.35**

UNICOM  
**122.8 (CTAF)**



3.1 NM 0.9

CATEGORY	A	B	C	D
S-18	840-1 714 (800-1)		840-2 714 (800-2)	840-2 1/4 714 (800-2 1/4)
CIRCLING	840-1 714 (800-1)		840-2 714 (800-2)	840-2 1/4 714 (800-2 1/4)
NDB/VOR MINIMUMS				
S-18	580-1 454 (500-1)	580-1 1/4 454 (500-1 1/4)	580-1 1/2 454 (500-1 1/2)	
CIRCLING	580-1 454 (500-1)	600-1 1/2 474 (500-1 1/2)	780-2 654 (700-2)	



**NDB RWY 36**  
INDIANOLA MUNI (IDL)

NDB IDL <b><u>284</u></b>	APP CRS <b>007°</b>	Rwy Idg TDZE Apt Elev	<b>7004</b> <b>121</b> <b>126</b>
------------------------------	------------------------	-----------------------------	---

**T** Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

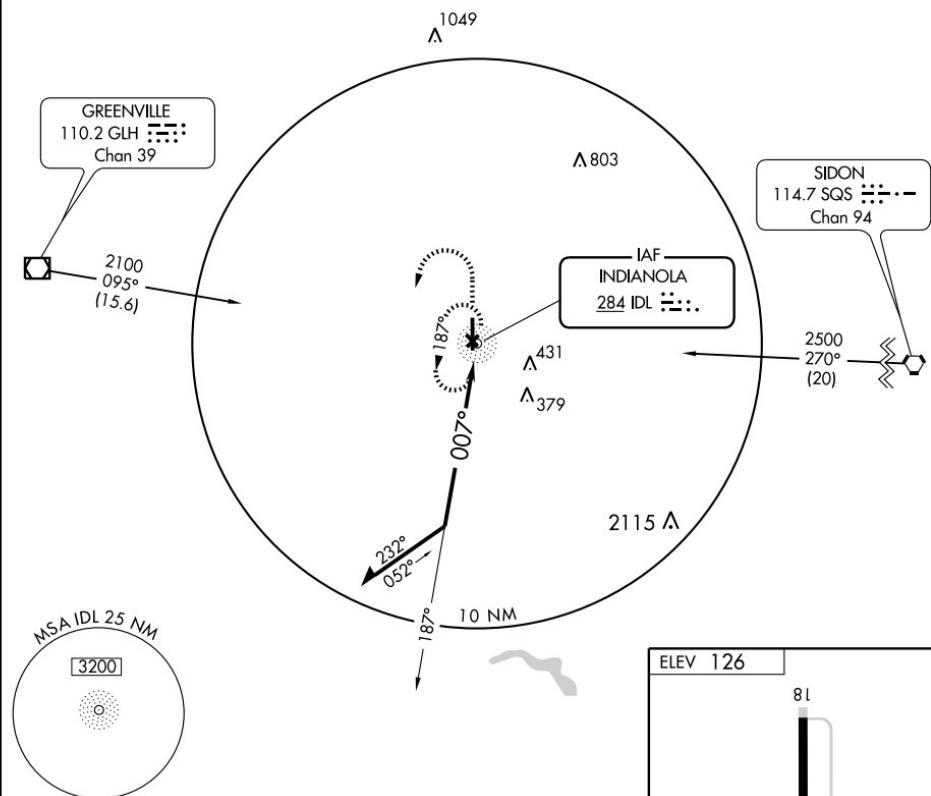
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2100 direct IDL NDB and hold

A NA

GREENVILLE ASOS  
125 525

**MEMPHIS CENTER**  
**135 875 269 35**

UNICOM  
122.8 (CTAF) 0



Remain  
within 10 NM

NDE

1500

2100

10

CATEGORI

A B

6

D

1

■ 12-1

740-1

740-

5 55

740 1 01 / 001

619 (700)

319 (70)

INDIANOLA, N.

11-00

**DIANOLA MUNI (IDL)  
NDB RWY 36**

APP CRS 180°	Rwy Idg 7004
	TDZE 126
	Apt Elev 126

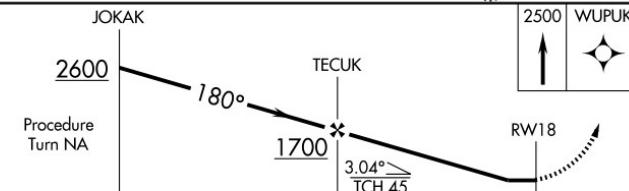
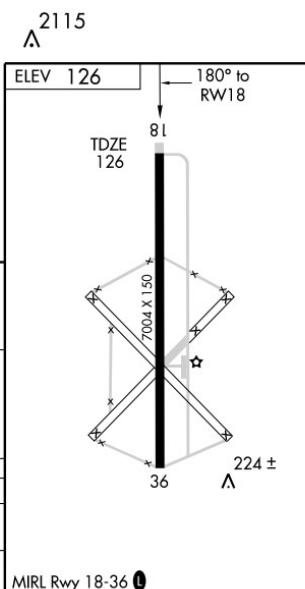
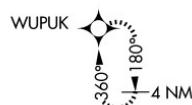
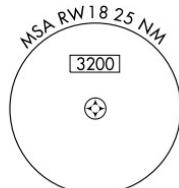
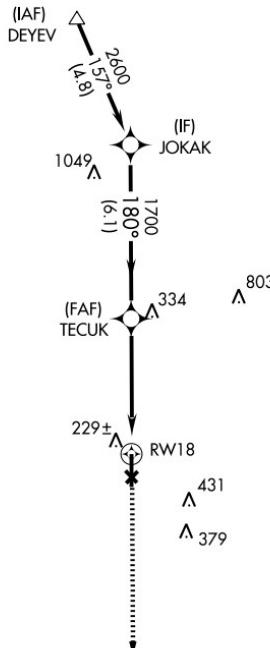
# RNAV (GPS) RWY 18

INDIANOLA MUNI (IDL)

**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet, LNAV Cats C and D and Circling Cat D visibility  $\frac{1}{4}$  mile.

**▲ NA** MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
----------------------------	----------------------------------	--------------------------



CATEGORY	A	B	C	D
LNAV MDA		520-1 394 (400-1)		520-1 1/4 394 (400-1 1/4)
CIRCLING	580-1 454 (500-1)		600-1 1/2 474 (500-1 1/2)	780-2 654 (700-2)

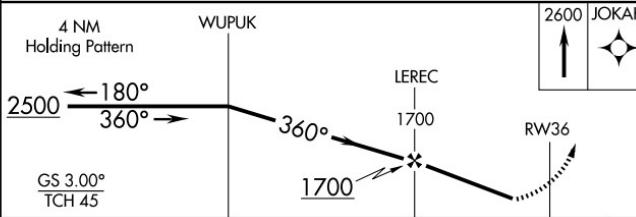
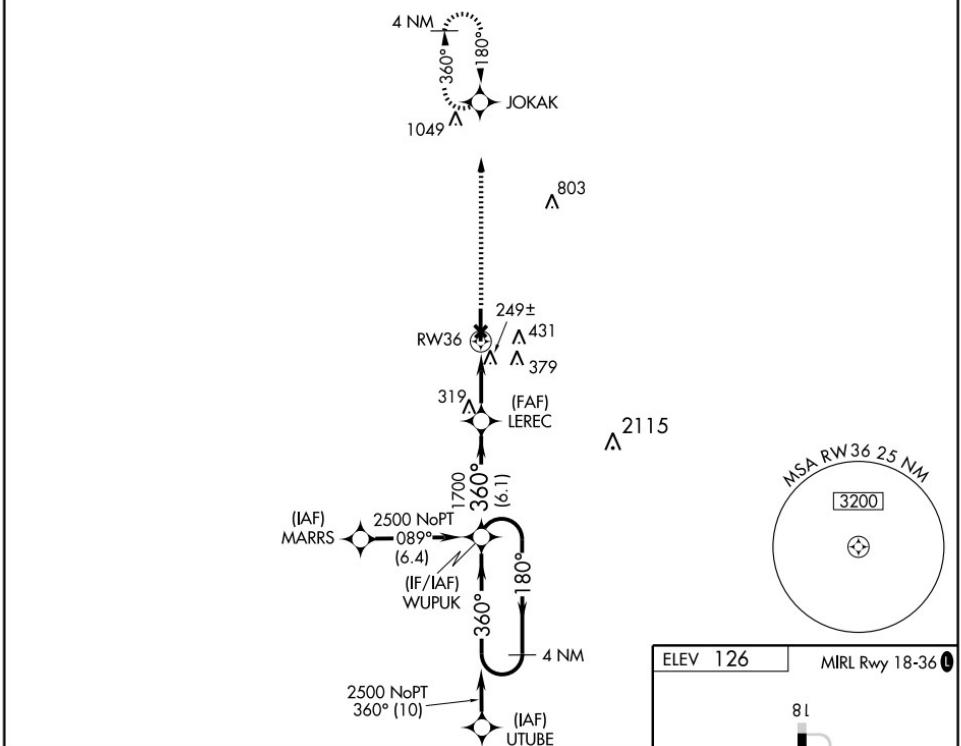
## RNAV (GPS) RWY 36

INDIANOLA MUNI (IDL)

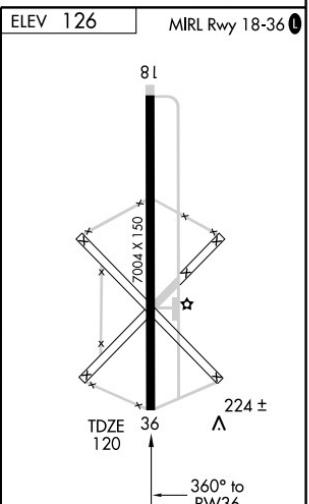
WAAS CH 69319 W36A	APP CRS 360°	Rwy Idg 7004 TDZE 120 Apt Elev 126
--------------------------	-----------------	--

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ NA Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all DA 37 feet, all MDA 40 feet, LPV all Cat's visibility  $\frac{1}{4}$  mile, LNAV Cat D visibility  $\frac{1}{4}$  mile and Circling Cat D visibility  $\frac{1}{4}$  mile.

MISSIED APPROACH: Climb to 2600 direct JOKAK and hold.

GREENVILLE ASOS  
125.525MEMPHIS CENTER  
135.875 269.35UNICOM  
122.8 (CTAF) 0

CATEGORY	A	B	C	D	
LPV DA		432-1	312 (400-1)		
LNAV/ VNAV DA		517-1½	397 (400-1½)		
LNAV MDA	540-1	420 (500-1)	540-1½	420 (500-1¼)	
CIRCLING	580-1	454 (500-1)	600-1½	780-2	
			474 (500-1½)	654 (700-2)	



VORTAC SQS 114.7	APP CRS 271°	Rwy Idg TDZE	N/A N/A
Chan 94		Apt Elev	126

**VOR/DME-A**  
INDIANOLA MUNI (IDL)

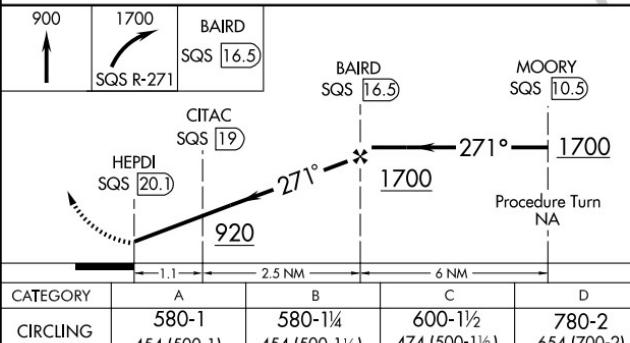
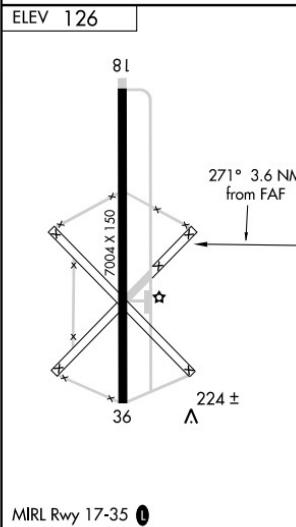
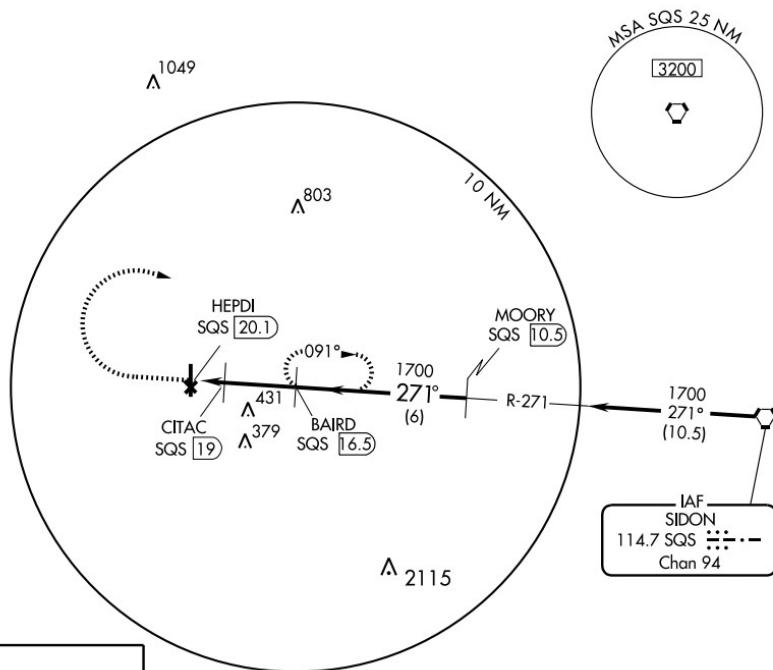
▼ Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat D visibility  $\frac{1}{2}$  mile.

MISSED APPROACH: Climb to 900, then climbing right turn to 1700 on SQS VORTAC R-271 to BAIRD/16.50 DME and hold.

GREENVILLE ASOS  
**125.525**

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.8 (CTAF) 0**



VOR/DME GLH 110.2 Chan 39	APP CRS 094°	Rwy Idg TDZE	N/A N/A
		Apt Elev	126

**VOR/DME-B**  
INDIANOLA MUNI (IDL)

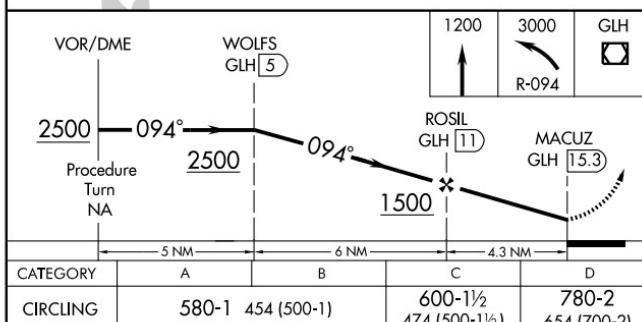
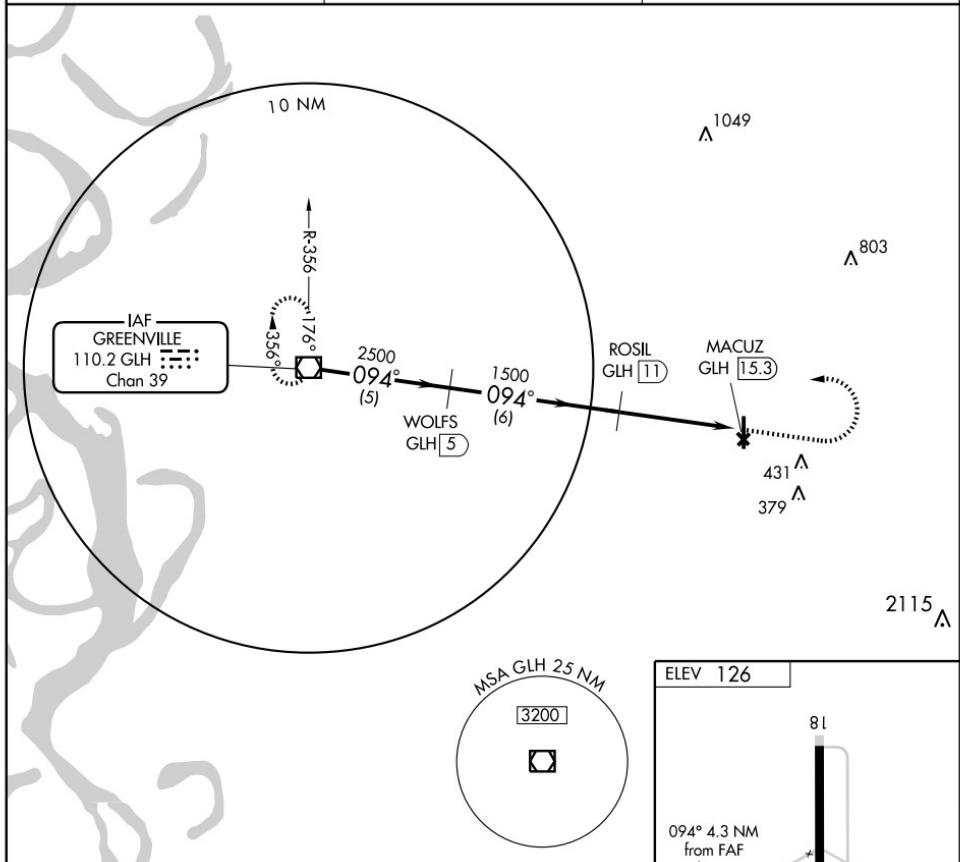
▼ Use Greenville clinometer setting; when not received, use Greenville clinometer setting and increase all MDA 40 feet and Circling Cat D visibility  $\frac{1}{4}$  mile.

▲ NA MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on R-094 to GLH VOR/DME and hold.

GREENVILLE ASOS  
**125.525**

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.8 (CTAF)**

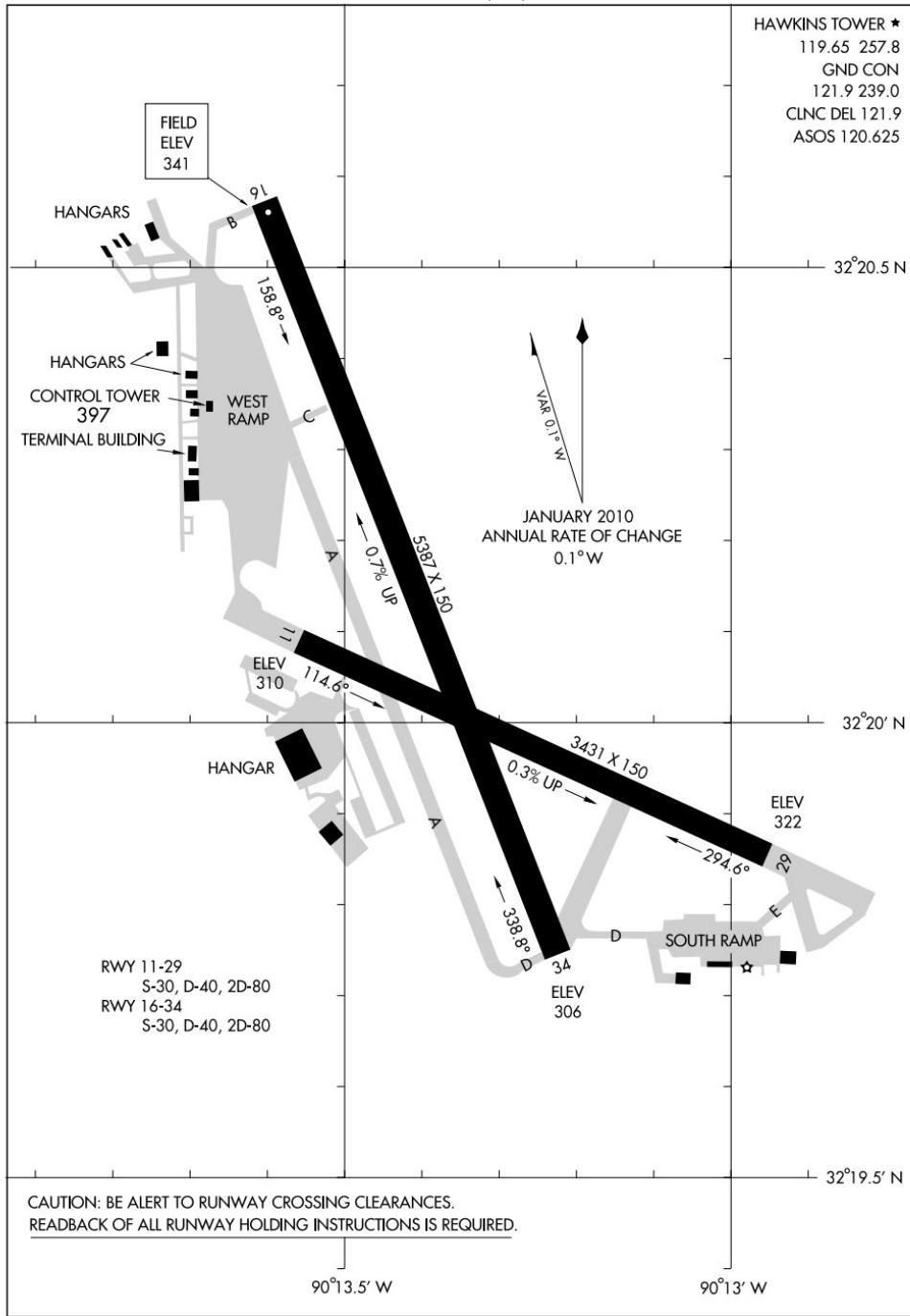


MIRL Rwy 17-35

10210

## AIRPORT DIAGRAM

AL-206 (FAA)

JACKSON/HAWKINS FIELD (HKS)  
JACKSON, MISSISSIPPI

AIRPORT DIAGRAM

10210

JACKSON, MISSISSIPPI  
JACKSON/HAWKINS FIELD (HKS)

**IUKA** (15M) 3 SE UTC-6(-5DT) N34°46.34' W88°09.95'

630 B FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H4000X75 (ASPH-GRVD) S-30 MIRL

**RWY 18:** Trees. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended daigt hours. Fuel 24 hr credit card svc avbl. For after hrs svc ctc arpt manager 662-423-3427 or 662-432-6699. ACTIVATE MIRL Rwy 18-36—CTAF. Rwy lghts ints cannot be changed.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSL.

**MUSCLE SHOALS (L) VORTACW** 116.5 MSL Chan 112 N34°42.41' W87°29.49' 276° 33.6 NM to fld. 580/01E.

MEMPHIS  
L-18H

## JACKSON

**HAWKINS FLD** (HKS) 3 NW UTC-6(-5DT) N32°20.09' W90°13.35'

341 B S4 FUEL 100LL, JET A1 + NOTAM FILE HKS

**RWY 16-34:** H5387X150 (ASPH-GRVD) S-30, D-40, 2D-80 HIRL 0.7% up NW

**RWY 16:** MALSR. PAPI(P4L). **RWY 34:** REIL. Trees.

**RWY 11-29:** H3431X150 (CONC) S-30, D-40, 2D-80

MIRL 0.3% up SE

**RWY 11:** P-line.

**RWY 29:** Trees.

**AIRPORT REMARKS:** Attended 1300–0300Z‡. Landing fee. Fee for acft over 25,500 lbs without purchase of fuel. When twr is clsd Rwy 11–29 MIRL unavailable, Rwy 34 REIL left on. Rwy 16–34 lghts on continuous step 3-PCL OTS indef. ACTIVATE HIRL Rwy 16–34 and MALSR Rwy 16—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.625 (601) 354–4037.

**COMMUNICATIONS:** CTAF 119.65 UNICOM 122.95

⑧ **JACKSON APP/DEP CON** 123.9 (333°–152°) 125.25

(153°–332°)(1200–0500Z‡)

⑧ **MEMPHIS CENTER APP/DEP CON** 132.5 (0500–1200Z‡)

TOWER 119.65 (1300–0300Z‡) GND CON 121.9

JACKSON CLNC DEL 121.9

**AIRSPACE:** CLASS D svc 1300–0300Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

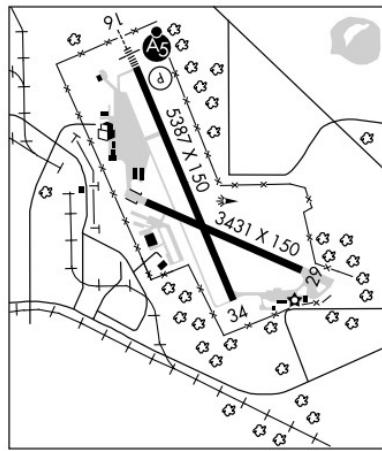
**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45' W90°10.06' 190° 10.7 NM to fld. 360/05E.

**BRENZ NDB (MHW/LOM)** 260 JH N32°24.78' W90°15.68' 157° 5.1 NM to fld. NDB unmonitored

0300–1300Z‡. NOTAM FILE HKS.

**ILS 111.7 I-JHF** Rwy 16. LOM BRENZ NDB. BRENZ NDB unmonitored 0300–1300Z‡. (ILS Unmonitored when Jackson twr closed)

MEMPHIS  
H-6J, L-18G  
IAP, AD



LOC I-JHF	APP CRS	Rwy Idg	<b>5387</b>
<b>111.7</b>	<b>159°</b>	TDZE	<b>341</b>
		Apt Elev	<b>341</b>

**ILS or LOC RWY 16**  
JACKSON/HAWKINS FIELD (HKS)

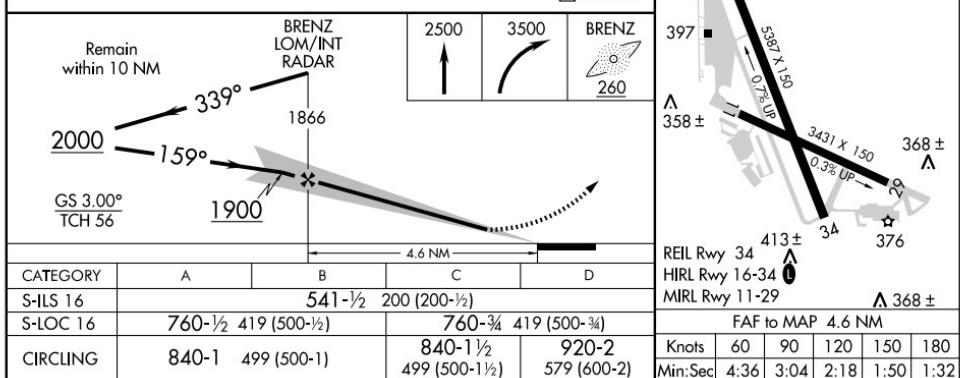
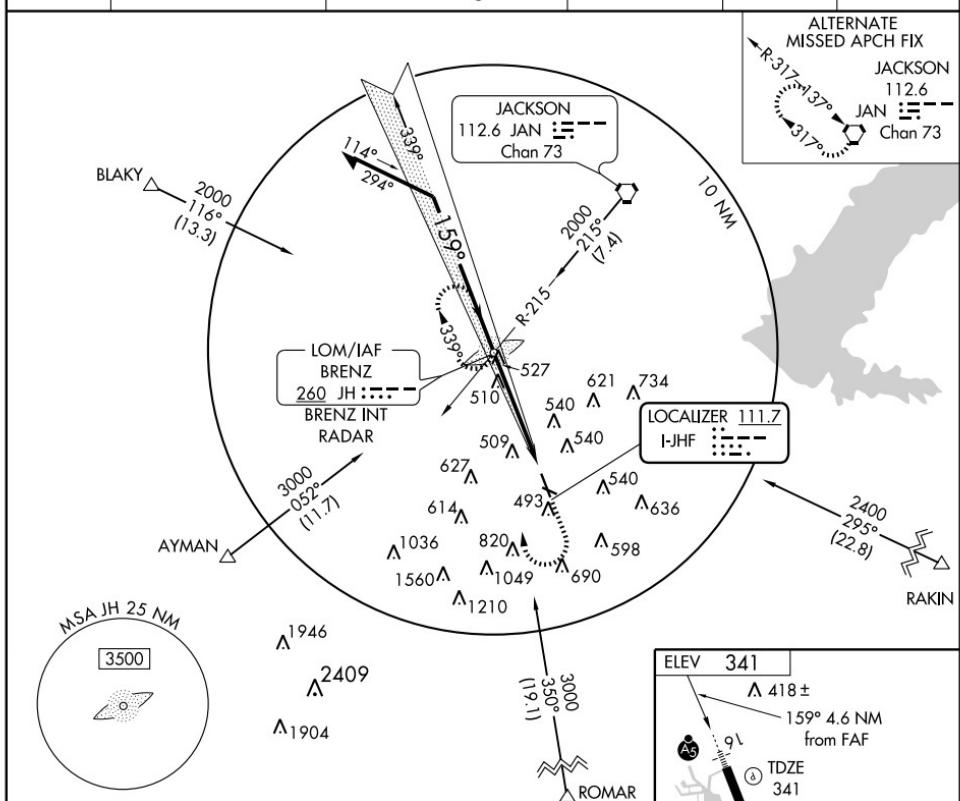
V When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet and increase S-LOC 16 Cat D visibility  $\frac{1}{4}$  mile. Glideslope unusable when control tower not in operational, only localizer minimums authorized during this period. ADF Required.

MALS/R



MISSIED APPROACH: Climb to 2500 then climbing right turn to 3500 direct BRENZ LOM/Int/RADAR and hold.

ASOS	JACKSON APP CON *	HAWKINS TOWER *	GND CON	CLNC DEL	UNICOM
<b>120.625</b>	<b>123.9 125.25 319.2</b>	<b>119.65 (CTAF) 257.8</b>	<b>121.9 239.0</b>	<b>121.9</b>	<b>122.95</b>



WAAS CH 50316 <b>W16A</b>	APP CRS <b>159°</b>	Rwy Idg TDZE Apt Elev	<b>5387</b> <b>341</b> <b>341</b>
---------------------------------	------------------------	-----------------------------	---

# RNAV (GPS) RWY 16

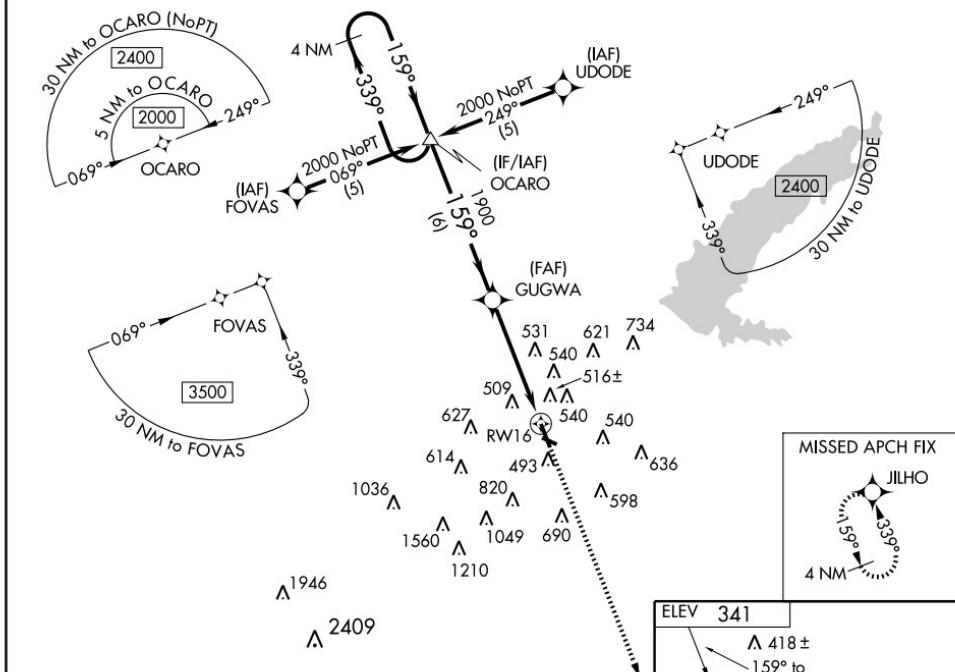
JACKSON/HAWKINS FIELD (HKS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F), DME/DME RNP>0.3 NA. When local altimeter setting not received, use Jackson-Evers Int'l altimeter setting; increase all DA 19 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Jackson-Evers Int'l altimeter setting.



MISSIED APPROACH: Climb to 2000 direct JILHO and hold.

ASOS 120.625	JACKSON APP CON ★ 123.9 125.25 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CNC DEL 121.9	UNICOM 122.95
-----------------	---	--	------------------------	------------------	------------------



CATEGORY	A	B	C	D
LPV DA		541-1/2	200 (200-1/2)	
LNAV/ VNAV DA		896-1/2	555 (600-1/2)	
LNAV MDA	800-1/2	459 (500-1/2)	800-3/4 459 (500-3/4)	800-1 459 (500-1)
CIRCLING	840-1	499 (500-1)	840-1/2 499 (500-1/2)	920-2 579 (600-2)

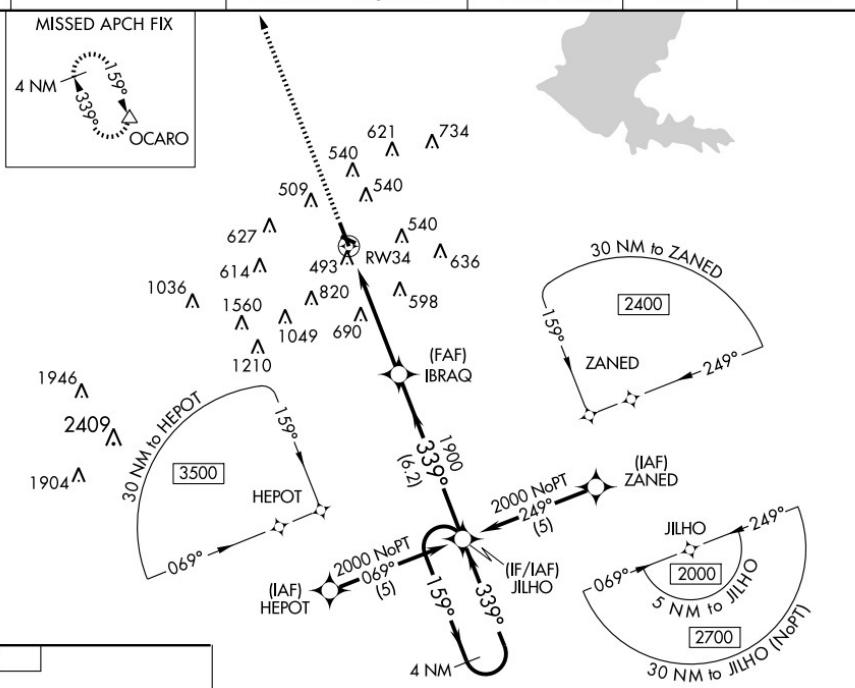
**RNAV (GPS) RWY 34**  
JACKSON/HAWKINS FIELD (HKS)

WAAS	APP CRS	Rwy Idg	<b>5387</b>
CH <b>56416</b>	<b>339°</b>	TDZE	<b>322</b>
<b>W34A</b>		Apt Elev	<b>341</b>

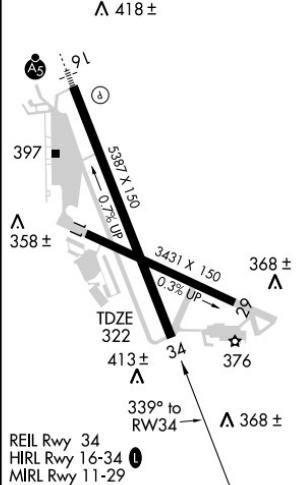
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Int'l altimeter setting; increase all DA 19 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Jackson-Evers Int'l altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct OCARO and hold.

<b>ASOS 120.625</b>	<b>JACKSON APP CON ★ 123.9 125.25 319.2</b>	<b>HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8</b>	<b>GND CON 121.9 239.0</b>	<b>CINC DEL 121.9</b>	<b>UNICOM 122.95</b>
-------------------------	---	--	--------------------------------	---------------------------	--------------------------



ELEV 341



CATEGORY	A	B	C	D
LPV DA		709-1½	387 (400-1½)	
LNAV/DA VNAV		803-1¾	481 (400-1¾)	
LNAV MDA	940-1	618 (700-1)	940-1¾ 618 (700-1¾)	940-2 618 (700-2)
CIRCLING	940-1	599 (600-1)	940-1¾ 599 (600-1¾)	940-2 599 (600-2)

10210

## AIRPORT DIAGRAM

AL-5132 (FAA)

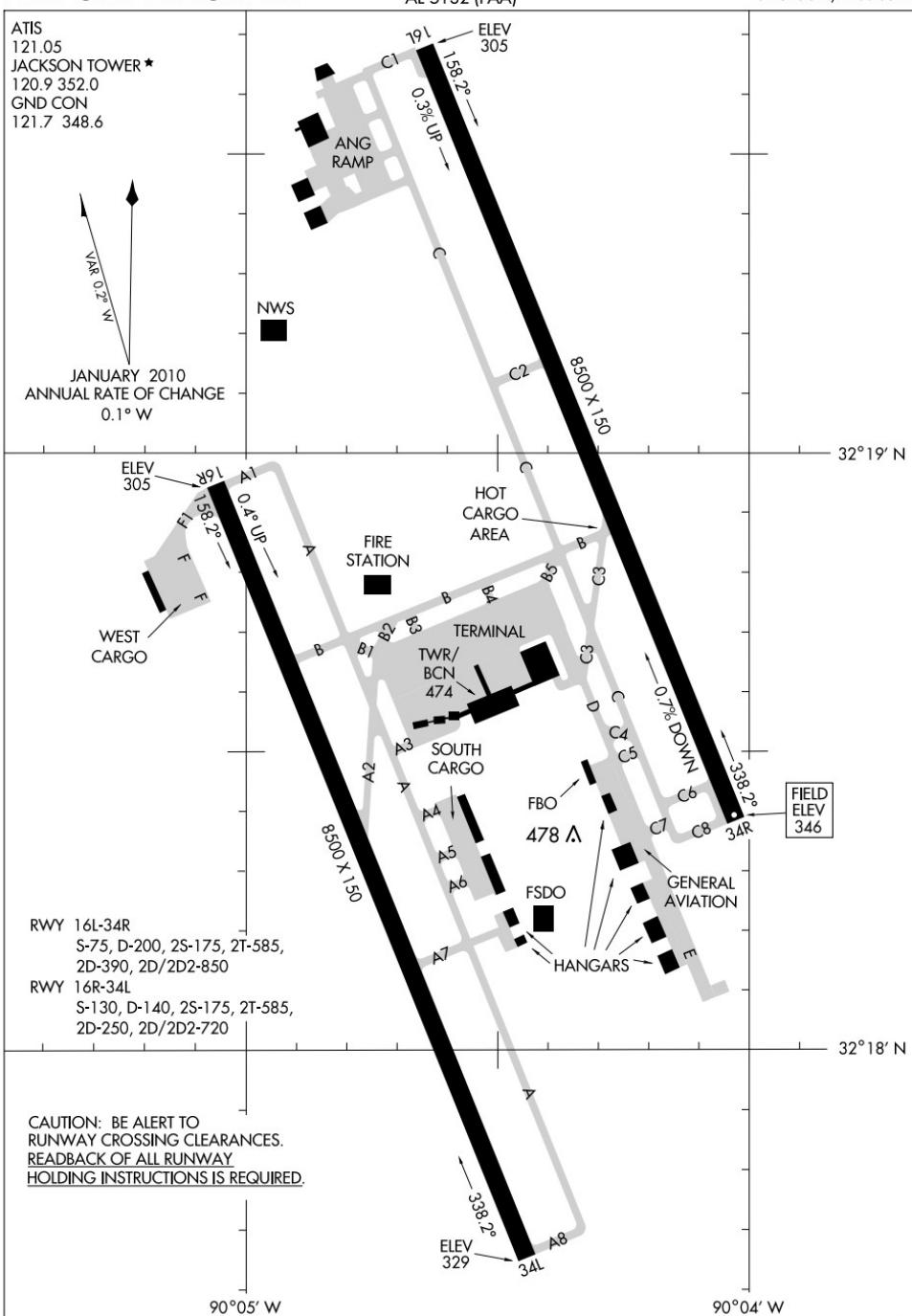
JACKSON-EVERS INTL (JAN)  
JACKSON, MISSISSIPPI

ATIS  
121.05  
JACKSON TOWER★  
120.9 352.0  
GND CON  
121.7 348.6

VAR 0.2° W  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

SC-4, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

10210

JACKSON, MISSISSIPPI  
JACKSON-EVERS INTL (JAN)

SC-4, 23 SEP 2010 to 21 OCT 2010

**JACKSON-EVERS INTL** (JAN)(KJAN) CIV/MIL/P/ANG 5 E UTC-6(-5DT) N32°18.67' W90°04.55' **MEMPHIS**  
 346 B S2 FUEL 100 LL OX 2 LRA Class I, ARFF Index C  
 NOTAM FILE JAN

**RWY 16R-34L:** H8500X150 (ASPH-GRVD) S-130, D-140, 2S-175,  
 2T-585, 2D-250, 2D/2D2-720 HIRL CL

**RWY 16R:** REIL. PAPI(P4L)—GA 3.0° TCH 80'. 0.4% up.

**RWY 34L:** MALSR. TDZL. Trees.

**RWY 16L-34R:** H8500X150 (ASPH-GRVD) S-75, D-200, 2S-175,  
 2T-585, 2D-390, 2D/2D2-850 HIRL CL

**RWY 16L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. Trees. 0.3%  
 up.

**RWY 34R:** REIL. PAPI(P4R)—GA 3.0° TCH 52'. Trees. 0.7% down.

**MILITARY SERVICES:** JASU 8(A/M32A-86D) 3(MC-1A)

**AIRPORT REMARKS:** Attended continuously. Rwy 16L +8' stop sign at  
 end of rwy 160' from thld 280' right. Weight bearing capacity for  
 Rwy 16L-34R and Rwy 16R-34L is TRT 585 to accommodate  
 C-17 acft. Be alert when crossing AER 16R. Rwy 16L and Rwy  
 34R rwy visual range touchdown, midpoint and rollout avbl. Rwy  
 34L rwy visual range touchdown avbl. When twr clsd HIRL Rwy  
 16L-34R and HIRL Rwy 16R-34L on continuously step 3.

ACTIVATE MALSR Rwy 34L, HIRL Rwy 16L-34R HIRL Rwy  
 16R—34L, REIL Rwy 34R—CTAF. ACTIVATE REIL Rwy

16R—120.7. Rwy 16L ALSF—2 preset on med ints. Ldg fee for non-commercial acft over 25,500 pounds, fee  
 waived for larger non-scheduled acft with sufficient fuel purchase. U.S. Customs user fee arpt.

**MILITARY REMARKS:** See FLIP AP/1 supplementary apt remark. ANG Official business only. All tran acft 48 hr PPR, ctc  
 Base Ops. Tran acft use FBO for svc. Base Ops opr weekdays 1300–2230Z‡, DSN 828-8372,  
 C601-405-8372, fax DSN 828-8100, C601-405-8100. Command Post opr 24 hr., DSN 828-8350,  
 C601-405-8350.

**WEATHER DATA SOURCES:** ASOS (601)932-2822. LLWAS.

**COMMUNICATIONS:** CTAF 120.9 ATIS 121.05 UNICOM 122.95

RCO 122.65 122.2 (GREENWOOD RADIO) RCO 122.1R 112.6T (GREENWOOD RADIO)

(R) APP/DEP CON 123.9 317.7 (333°–152°) 125.25 319.2 (153°–332°)(1200–0500Z‡)

(R) MEMPHIS CENTER APP/DEP CON 132.5 259.1 (0500–1200Z‡)

TOWER 120.9 352.0 (1200–0500Z‡) GND CON 121.7 348.6

ANG COMD POST 264.6 (172nd AW CP)

**AIRSPACE: CLASS C** svc 1200–0500Z‡ ctc **APP CON** other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

(H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 153° 12.6 NM to fld. 360/05E.

ALLEN NDB (LOM) 365 JA N32°24.75' W90°07.17' 157° 6.5 NM to fld. Unmonitored 0500–1200Z‡.

ILS 109.3 I-FRL Rwy 34L. Class IB. Unmonitored 0500–1200Z‡.

ILS 110.5 I-JAN Rwy 16L. Class IIIE. LOM ALLEN NDB. Unmonitored 0500–1200Z‡.

ASR (1200–0500Z‡)

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

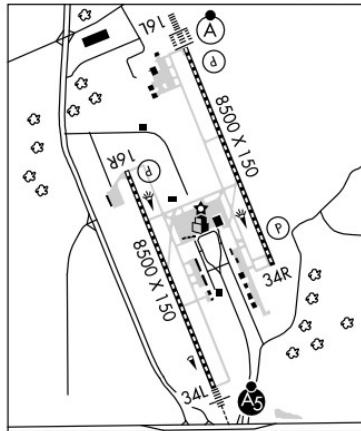
**JAMES H EASOM FLD** (See NEWTON)

**JOE WILLIAMS NOLF** (NJW) N32°47.94' W88°50.07'

**AIRSPACE: CLASS D** svc Mon–Fri 1400–2330Z‡ other times CLASS G.

**MEMPHIS**

H-6J, L-18G



**JOHN BELL WILLIAMS** (See RAYMOND)

LOC I-FRL <b>109.3</b>	APP CRS <b>338°</b>	Rwy Idg <b>8500</b> TDZE <b>329</b> Apt Elev <b>346</b>
---------------------------	------------------------	--

# ILS or LOC RWY 34L

JACKSON-EVERS INTL (JAN)

**T** When control tower closed inoperative table applies.  
**A** For inoperative MALSR, increase S-ILS 34L Cat E visibility to RVR 4000 and S-LOC 34L Cat E visibility to 1 1/2.

ASR

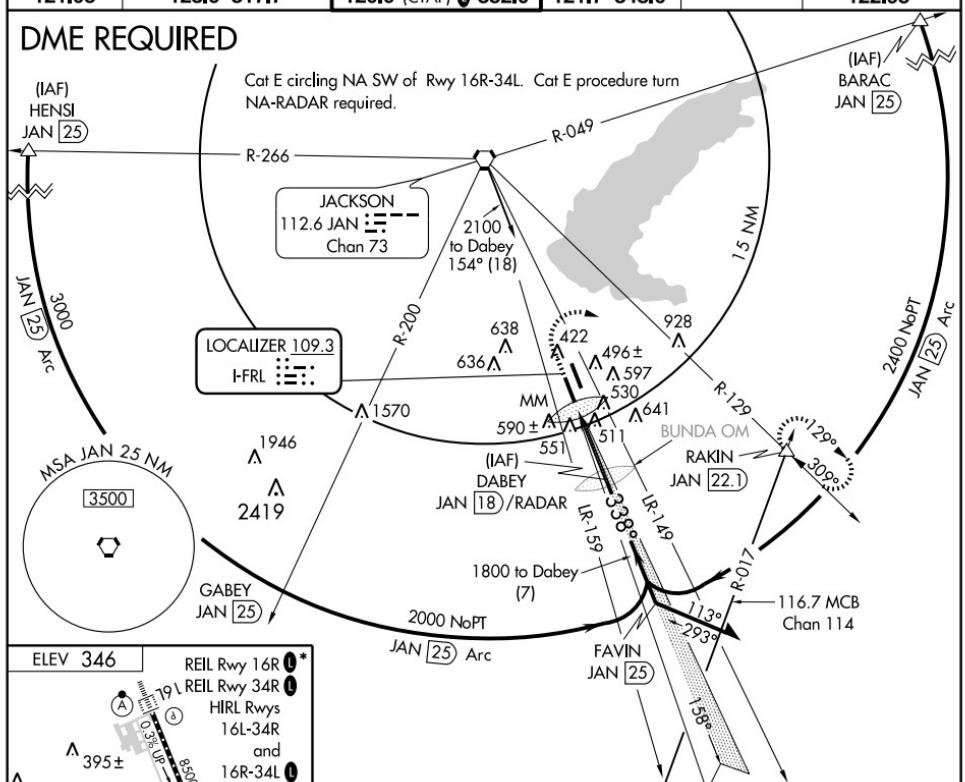
MALSR



MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via JAN R-129 to RAKIN Int/JAN 22.1 DME and hold.

ATIS <b>121.05</b>	JACKSON APP CON★ <b>123.9 317.7</b>	JACKSON TOWER★ <b>120.9 (CTAF) 0 352.0</b>	GND CON <b>121.7 348.6</b>	<b>120.7 0*</b>	UNICOM <b>122.95</b>
-----------------------	--	---	-------------------------------	-----------------	-------------------------

## DME REQUIRED



LOC I-JAN <b>110.5</b>	APP CRS <b>158°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>312</b> <b>346</b>
---------------------------	------------------------	-----------------------------	---

# ILS RWY 16L (CAT II)

JACKSON-EVERS INTL (JAN)

When Control Tower closed Cat II not authorized.  
**ASR**

ALSF-2  


MISSIED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS  
**121.05**

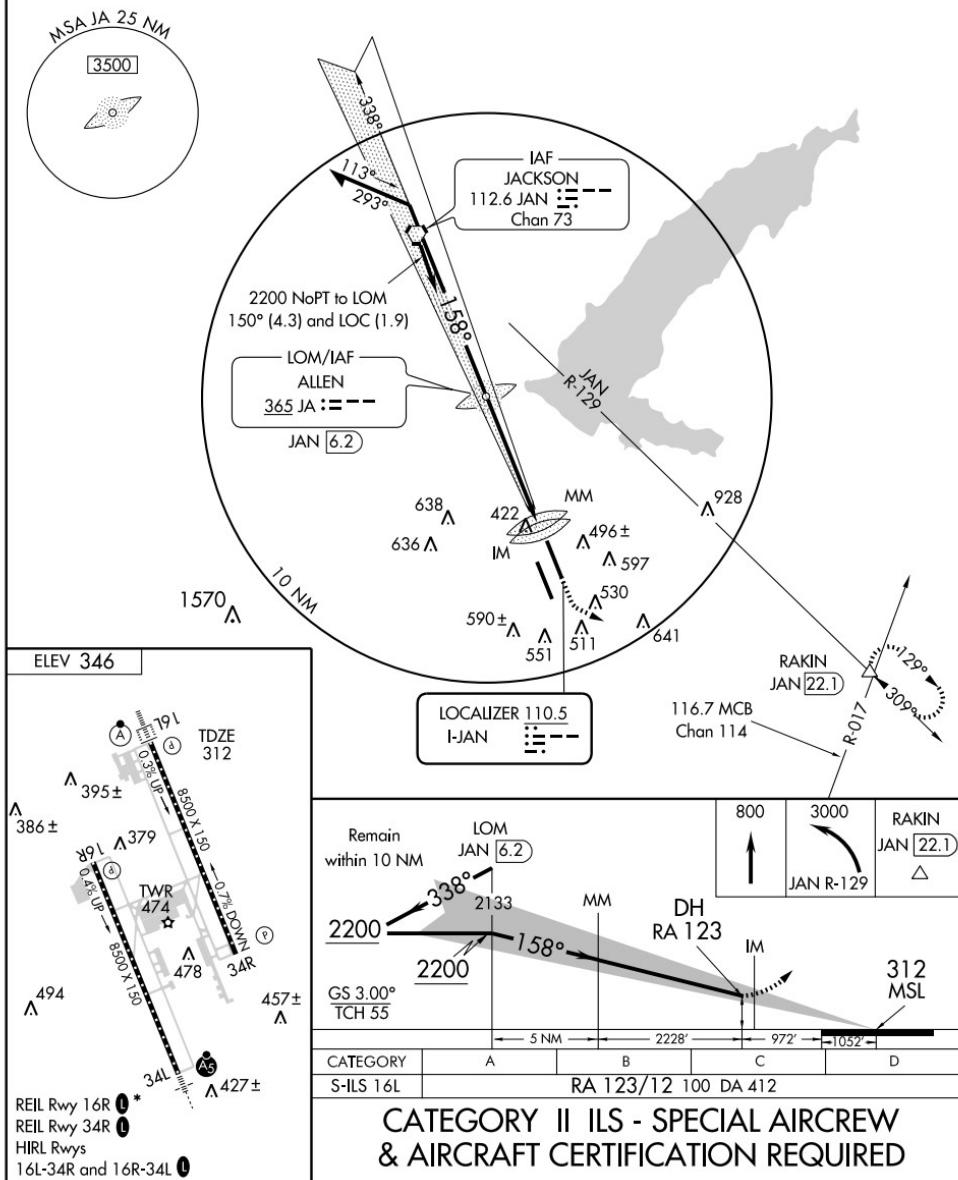
JACKSON APP CON ★  
**123.9 317.7**

JACKSON TOWER ★  
**120.9 (CTAF) 0 352.0**

GND CON  
**121.7 348.6**

**120.7 0\***

UNICOM  
**122.95**



LOC I-JAN	APP CRS	Rwy Idg	<b>8500</b>
<b>110.5</b>	<b>158°</b>	TDZE	<b>312</b>
		Apt Elev	<b>346</b>

# ILS RWY 16L (CAT III) JACKSON-EVERS INTL (JAN)

▼ When Control Tower closed Cat IIIA and Cat IIIB not authorized.  
ASR

ALSF-2  
(A)

MISSIED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS  
**121.05**

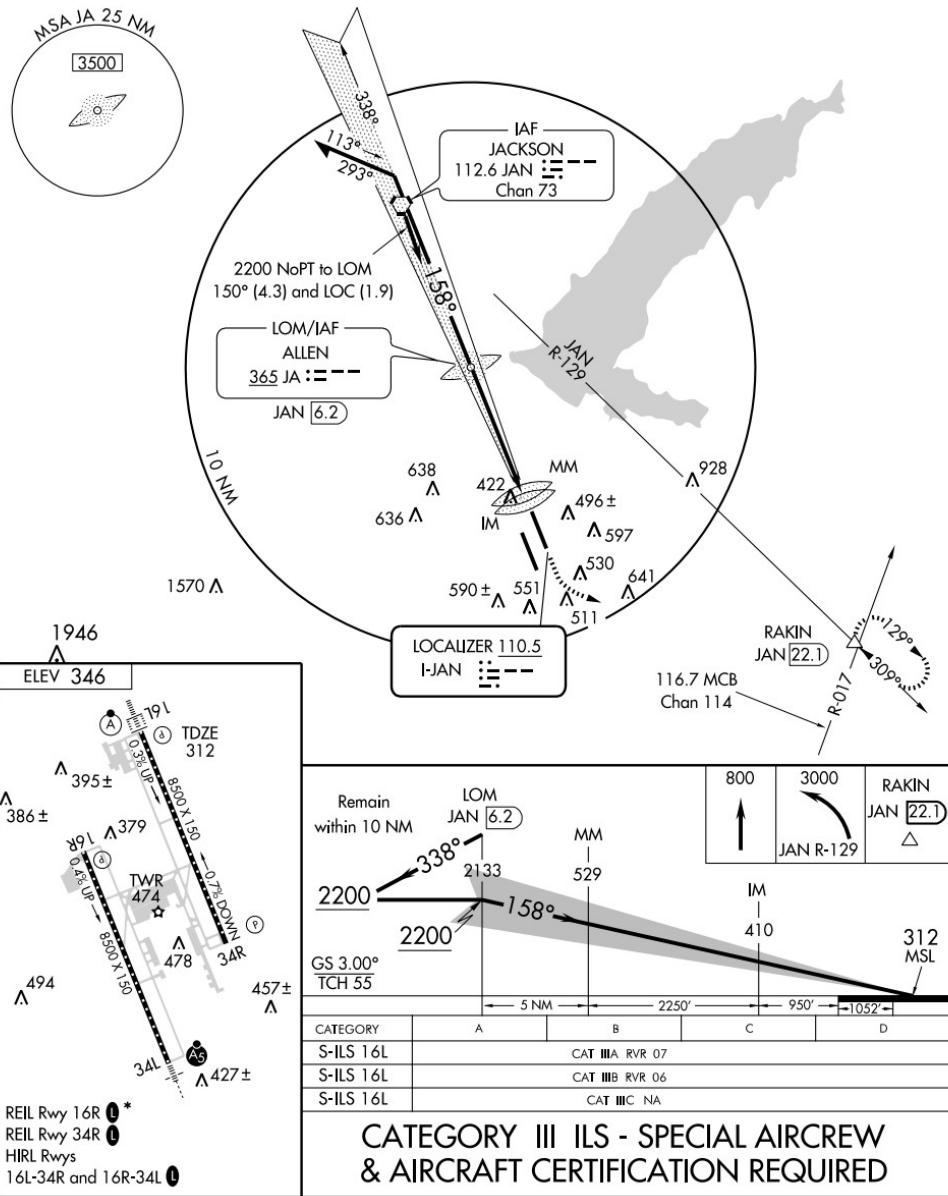
JACKSON APP CON \*  
**123.9 317.7**

JACKSON TOWER \*  
**120.9 (CTAF) 0 352.0**

GND CON  
**121.7 348.6**

**120.7 0 \***

UNICOM  
**122.95**



LOC I-JAN	APP CRS	Rwy Idg	<b>8500</b>
<b>110.5</b>	<b>158°</b>	TDZE	<b>312</b>
		Apt Elev	<b>346</b>

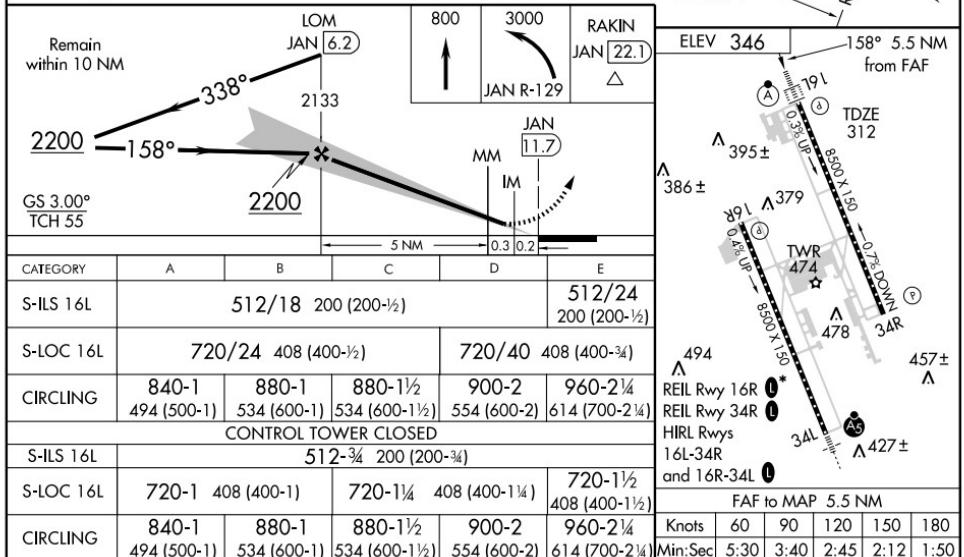
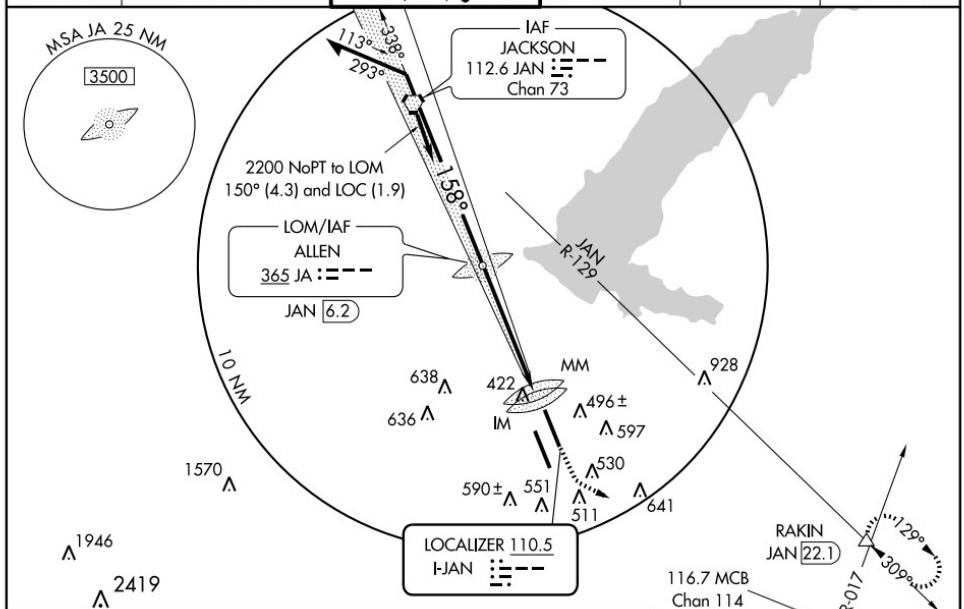
**ILS RWY 16L**

JACKSON-EVERS INTL (JAN)

**V** Cat E circling not authorized SW of Rwy 16R-34L. Cat E procedure turn not authorized - RADAR required. Cat E S-ILS 16L DH increased 50 feet and visibility increased to RVR 4000 for inoperative MM. When control tower closed inoperative table does not apply. For inoperative ALSF-2, increase S-ILS 16L Cat E visibility to RVR 4000.

ALSF-2 MISSED APPROACH: Climb to 800, then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS <b>121.05</b>	JACKSON APP CON *	JACKSON TOWER *	GND CON	<b>120.7 0*</b>	UNICOM <b>122.95</b>
	<b>123.9 317.7</b>	<b>120.9 (CTAF) 0 352.0</b>	<b>121.7 348.6</b>		





WAAS CH 72911 W16A	APP CRS 158°	Rwy Idg 8500 TDZE 312 Apt Elev 346
--------------------------	-----------------	--

# RNAV (GPS) RWY 16L

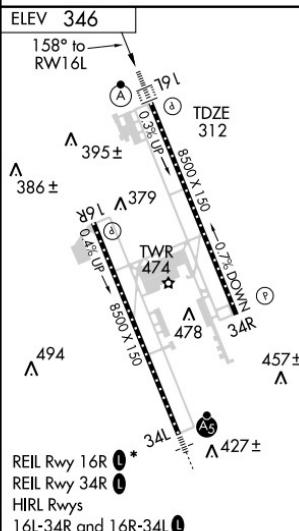
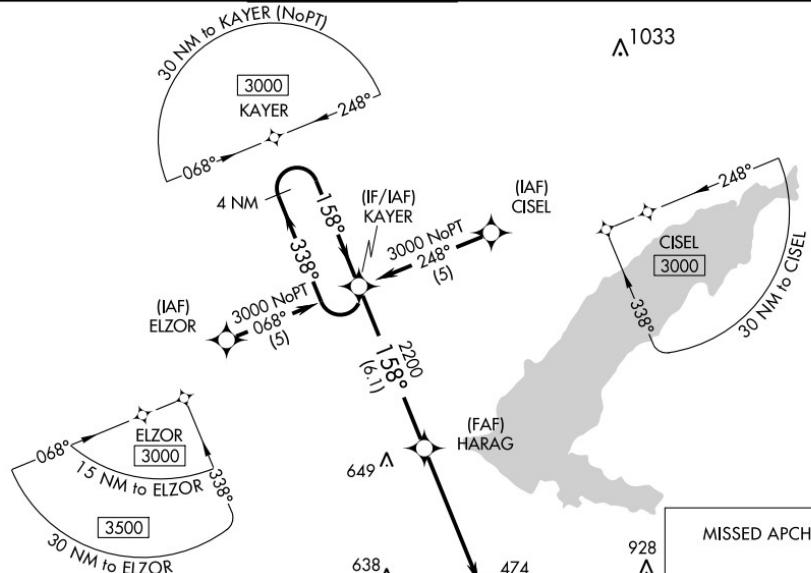
JACKSON-EVERS INTL (JAN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below +15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA ASR 19 feet and all MDA 20 feet. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.



MISSED APPROACH: Climb to 3000 direct MASPY and hold.

ATIS 121.05	JACKSON APP CON * 123.9 317.7	JACKSON TOWER * 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0 *	UNICOM 122.95
-------------	----------------------------------	---	---------------------	-----------	---------------



# RNAV (GPS) RWY 16R

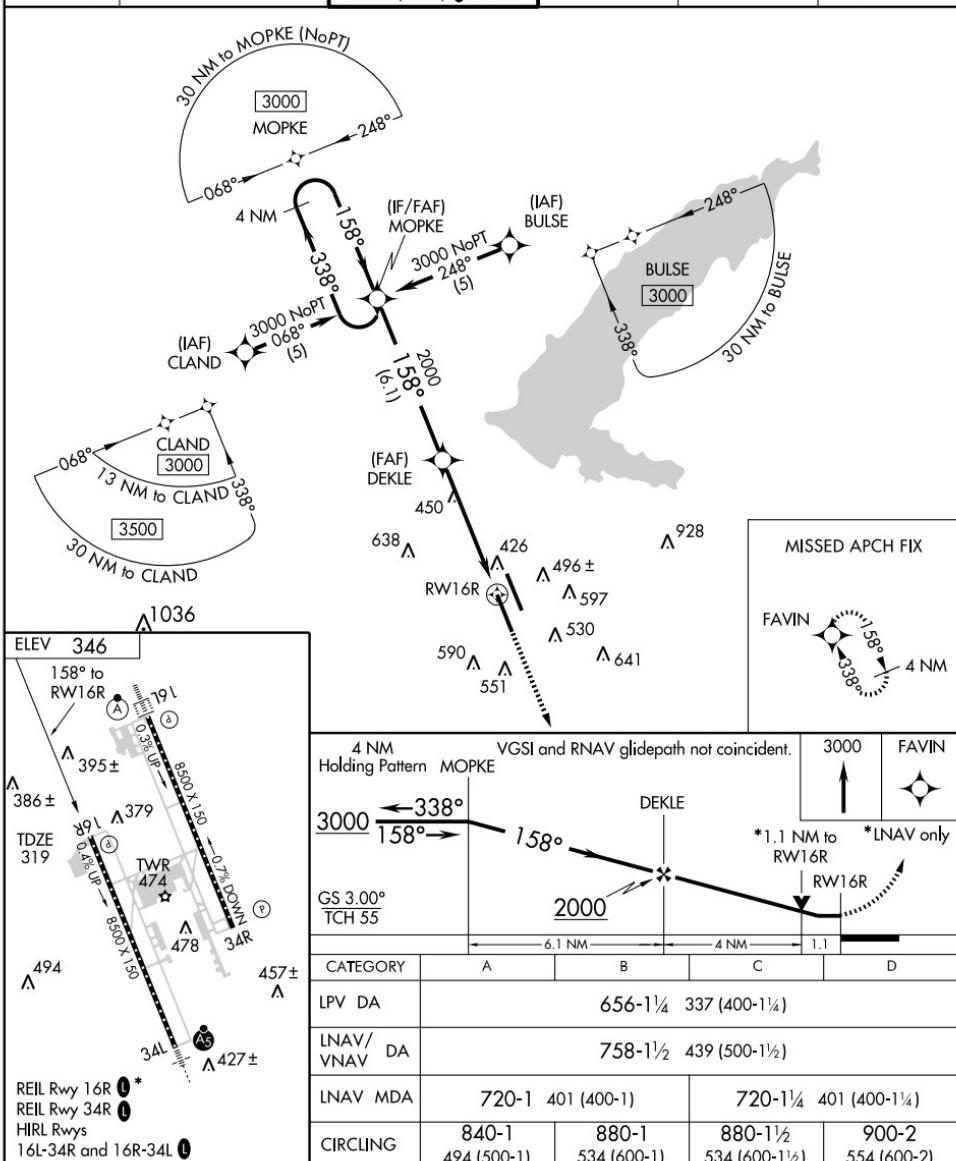
JACKSON-EVERS INTL (JAN)

WAAS CH 49211 W16B	APP CRS 158°	Rwy Idg 8500 TDZE 319 Apt Elev 346
--------------------------	-----------------	--

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all ASR DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility 1/4 mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAVIN and hold.

ATIS 121.05	JACKSON APP CON * 123.9 317.7	JACKSON TOWER * 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0 * UNICOM 122.95
----------------	----------------------------------	---	------------------------	-------------------------------



# RNAV (GPS) RWY 34L

JACKSON-EVERS INTL (JAN)

JACKSON-EVERS INTL (JAN)

WAAS CH <b>61301</b> <b>W34A</b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>329</b> <b>346</b>
--	------------------------	-----------------------------	---

**T**  
**A**  
ASR  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.  
VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet.

MALSR  
A5

**MISSED APPROACH:** Climb to 3000 direct MOPKE and hold

ATIS  
121-05

JACKSON APP CON ★  
123.9 317.7

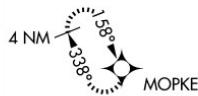
JACKSON TOWER ★  
120-9 (CTAF) 0 352-0

GND CON  
21-7 348-6

20.7 L\*

NICOM  
22.95

MISSING APCH FIX

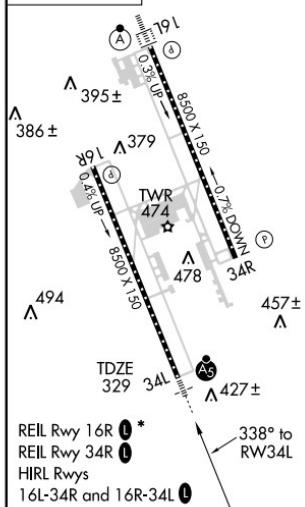


.2419

Detailed description of the map features:

- Airways and Points:**
  - Point **RW34L** is located near the center of the map.
  - Point **DABEY** is marked with a diamond symbol.
  - Point **PEARY** is marked with a box containing "3000".
  - Point **SASNE** is marked with a box containing "3000".
  - Point **FAVIN** is marked with a box containing "3000".
  - Other points include **638A**, **494A**, **590A**, **551**, **496±**, **530**, **482±**, **641**, and **928**.
- Navigation Arcs:**
  - An arc labeled **30 NM to PEARY** is centered at the top left.
  - An arc labeled **15 NM to PEARY** is centered at the top right.
  - An arc labeled **15 NM to SASNE** is centered at the top right.
  - An arc labeled **4 NM to FAVIN (NoPT)** is centered at the bottom right.
  - Other arcs include **3000 NoPT** and **066° (5)** near the center, and **338°** and **180°** near the top center.
- Text Labels:**
  - MOPKE** is located in the top left corner.
  - IX** is located in the top left corner.
  - 15 NM to SASNE** and **3000** are located on the right side of the map.
  - 3000** is located inside the **30 NM to PEARY** arc.
  - 3500** is located inside the **15 NM to PEARY** arc.
  - 4 NM** is located near the bottom right arc.
  - 3000 NoPT** and **248° (5)** are located near the center of the map.
  - 066° (5)** is located near the center of the map.
  - 338°** and **180°** are located near the top center of the map.
  - 068°** and **248°** are located near the bottom right arc.
  - IF/IAF** is located near the center of the map.
  - (IAF) PEARY** is located near the bottom left arc.
  - (IAF) SASNE** is located near the bottom right arc.
  - (FAVIN)** is located near the bottom right arc.
  - 91** is located in the bottom left corner.
  - 8** is located in the bottom left corner.

ELEV 346



3000 ↑ MOPKE \*LNAV only FAVIN 4 NM Holding Pattern

DABEY 158° 338° 3000

\*1.2 NM to RW34L 338° 1800 GS 3.00°  
RW34L TCH 58

1.2 NM 3.2 NM 7 NM

CATEGORY	A	B	C	D
LPV DA		529/24	200 (200-½)	
LNAV/ VNAV DA		875-1½	546 (600-1½)	
LNAV MDA	780/24	451 (500-½)	780/40 451 (500-¾)	780/50 451 (500-1)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

**JACKSON EVERGREEN (S1N)**  
**RNAV (GPS) RWY 34L**

WAAS CH 45811 W34B	APP CRS 338°	Rwy Idg TDZE	<b>8500</b>
		Apt Elev	<b>346</b>
			<b>346</b>

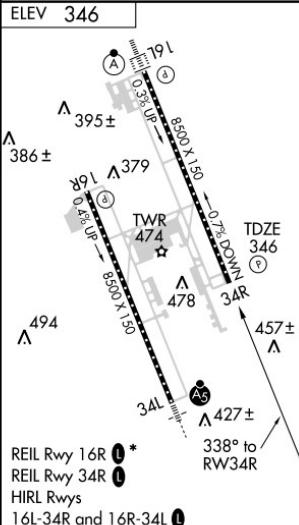
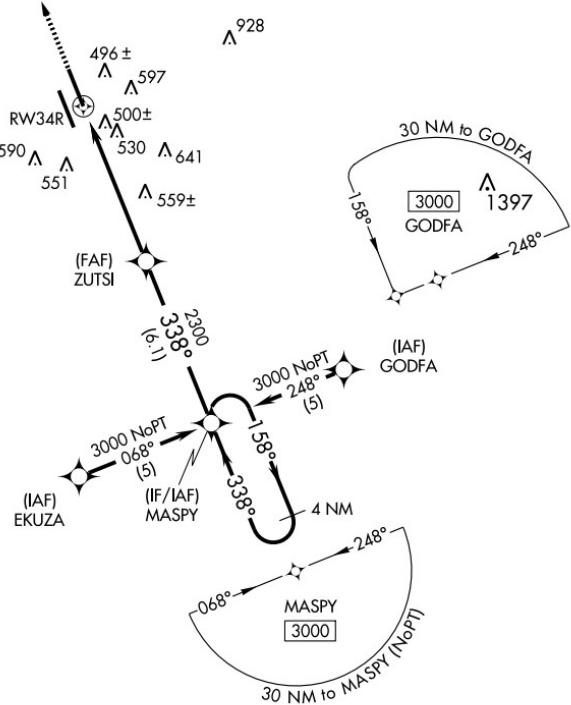
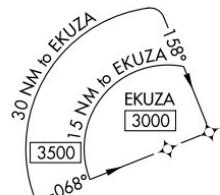
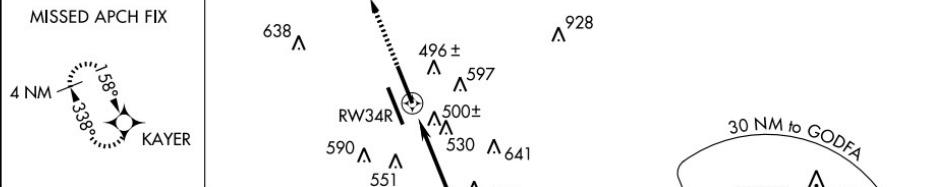
# RNAV (GPS) RWY 34R

JACKSON-EVERS INTL (JAN)

**V** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cat5 visibility to 1½ mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS <b>121.05</b>	JACKSON APP CON * <b>123.9 317.7</b>	JACKSON TOWER * <b>120.9 (CTAF) 0 352.0</b>	GND CON <b>121.7 348.6</b>	<b>120.7 0*</b>	UNICOM <b>122.95</b>
-----------------------	---	--	-------------------------------	-----------------	-------------------------



ZUTSI

4 NM Holding Pattern

GS 3.00° TCH 55

3000 KAYER VGSI and RNAV glidepath not coincident.

\* LNAV only   \* 1.3 NM to RW34R

1.3 4.6 NM 6.1 NM

CATEGORY A B C D

LPV DA 738/60 392 (400-1½)

LNAV/VNAV DA 846-1¾ 500 (500-1¾)

LNAV MDA 820/50 474 (500-1) 820/60 820-1½  
474 (500-1½) 474 (500-1½)

CIRCLING 840-1 880-1 880-1½ 900-2  
494 (500-1) 534 (600-1) 534 (600-1½) 554 (600-2)

VORTAC JAN	APCH CRS	Rwy Idg	8500
112.6	152°	TDZE	311
Chan 73		Arpt Elev	346

APCH CRS	Rwy Idg	8500
152°	TDZE	311
	Arpt Elev	346

Rwy Idg	8500
TDZE	311
Arpt Elev	346

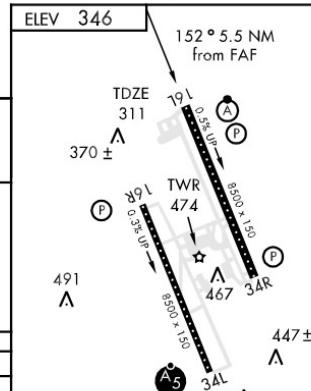
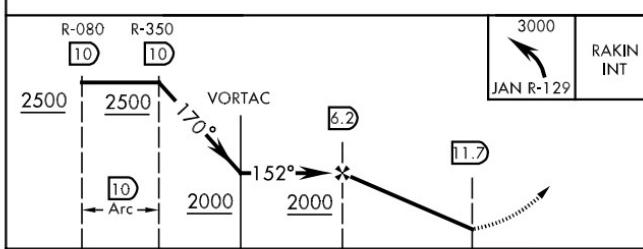
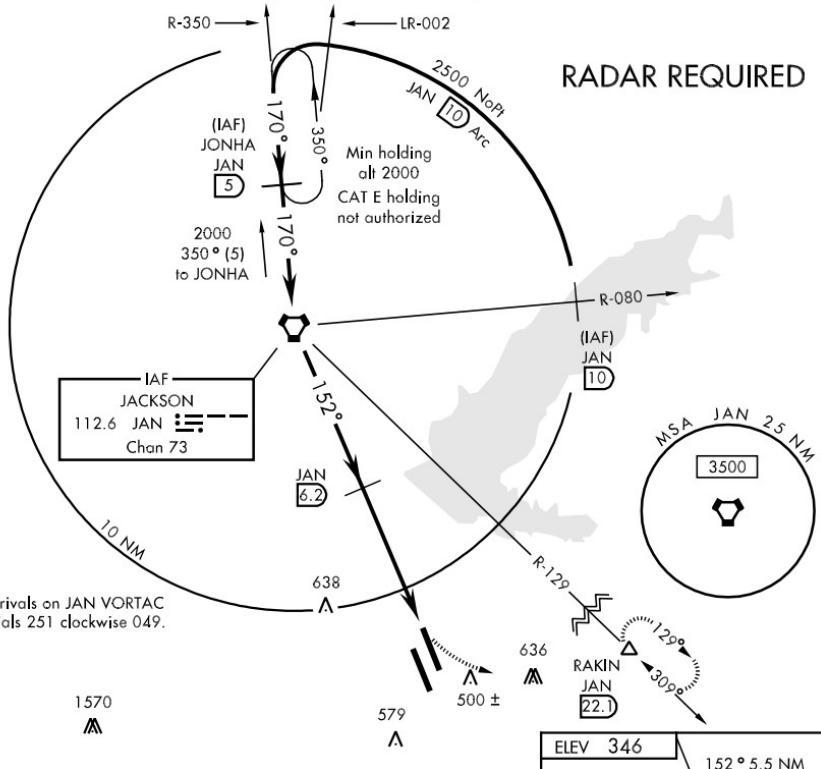
AL-5132 [USAF]

JACKSON-EVERS INTL (KJAN)

▼ \* CAT E circling not authorized SW of Rwy 16R-34L.

ALSF-2  
(A)  
■

MISSIED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS  
121.05JACKSON APP CON  
123.9 317.7JACKSON TOWER  
120.9 (CTAF) 0 352.0GND CON  
121.7 348.6120.70\*  
ASR

CATEGORY	A	B	C	D	E
S-16L	740/24	429 (400-½)	740/40	740/50	429 (400-1)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-½)	900-2 554 (600-2)	940-2 594 (600-2)

VORTAC JAN  
112.6  
Chan 73APCH CRS  
155°Rwy Idg 8500  
TDZE 319  
Arpt Elev 346

AL-5132 [USAF]

JACKSON-EVERS INTL (KJAN)

▼▲

\* CAT E circling not authorized SW of Rwy 16R-34L.

MISSSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS  
121.05JACKSON APP CON  
123.9 317.7JACKSON TOWER  
120.9 (CTAF) 0 352.0GND CON  
121.7 348.6

120.70\* ASR

R-350 → LR-002 ←

2500 JAN 10 NoPt Arc

(IAF) JONHA

JAN 5

2000  
350° (5)  
to JONHA

170°

170°

155°

IAF  
JACKSON

112.6 JAN Chan 73

RADAR REQUIRED

NoPt for arrivals on JAN VORTAC

Airway radials 251 clockwise 049.

10 NM

1946

A

1570

A

579

A

636

A

R-080

10

R-350

10

VORTAC

7.0

2000

2000

7.1 NM

5.1 NM

760-1 441 (500-1)

441 (500-1)

760-1 1/4

441 (500-1 1/4)

760-1 1/2 441 (500-1 1/2)

441 (500-1 1/2)

880-1 1/2

534 (600-1 1/2)

900-2

554 (600-2)

940-2

594 (600-2)

3000

JAN R-129

RAKIN INT

ELEV 346

155°

5.1 NM

from FAF

370 ±

A

191

0.5% UP

P

TDZE 319

491

A

467 34R

414 ±

447 ±

A5

34L

414 ±

447 ±

REIL Rwy 16R 0\*

and Rwy 34R 0

TDZL/CL Rwy 16L and 34L

HIRL Rwy 16R-34L and 16L-34R 0

VORTAC JAN  
112.6  
Chan 73

APCH CRS  
335°

Rwy Idg 8500  
TDZE 329  
Arpt Elev 346

AL-5132 [USAF]

JACKSON-EVERS INTL (KJAN)

When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet and increase S-34L CATS D and E visibility  $\frac{1}{4}$  mile.

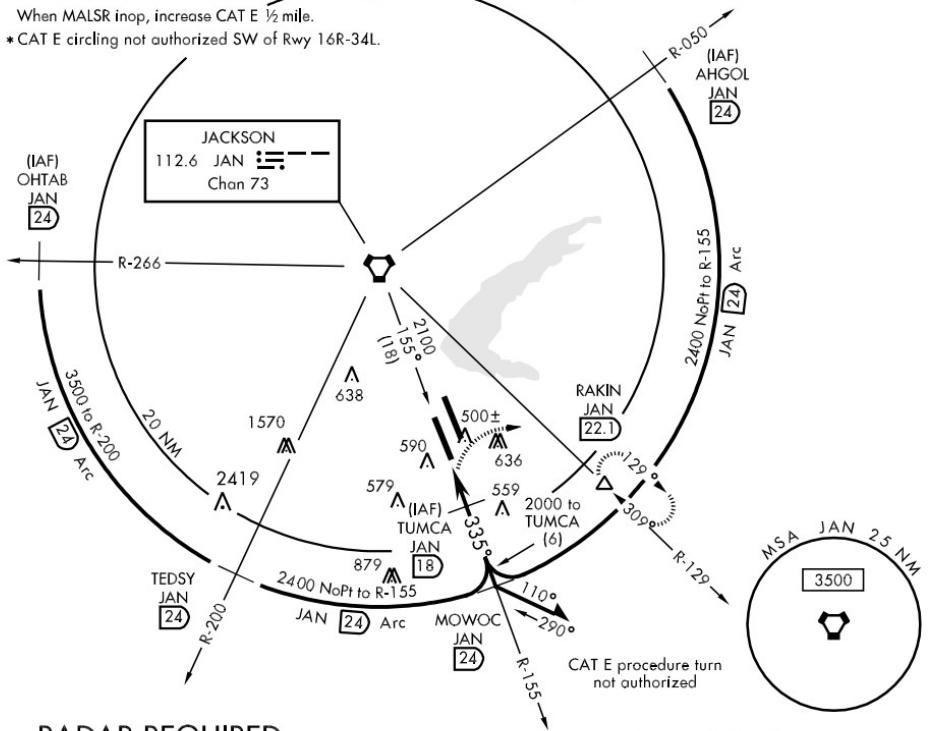


MISSSED APPROACH: Climbing right turn to 3000 via heading 100° and via JAN VORTAC R-129 to RAKIN INT/22.1 DME and hold.

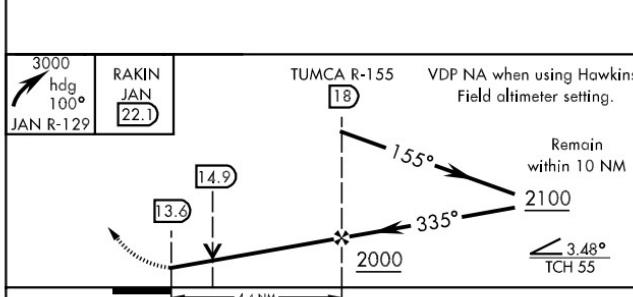
ATIS 121.05	JACKSON APP CON 123.9 317.7	JACKSON TOWER 120.9 (CTAF) 352.0	GND CON 121.7 348.6	120.70*	ASR
----------------	--------------------------------	-------------------------------------	------------------------	---------	-----

When MALS R inop, increase CAT E  $\frac{1}{2}$  mile.

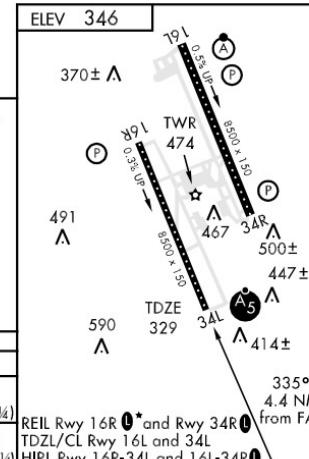
\*CAT E circling not authorized SW of Rwy 16R-34L.



RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-34L	840/24	511 (500+1/2)	840/50	511 (500-1)	840/60
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2½ 614 (700-2½)



VORTAC JAN  
112.6  
Chan 73APCH CRS  
332°Rwy Idg 8500  
TDZE 346  
Arpt Elev 346

AL-5132 [USAF]

JACKSON-EVERS INTL (KJAN)

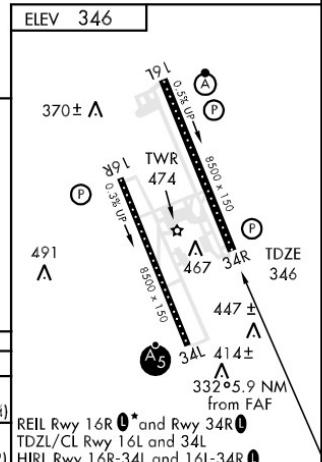
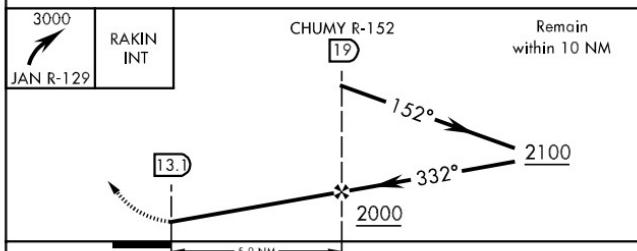
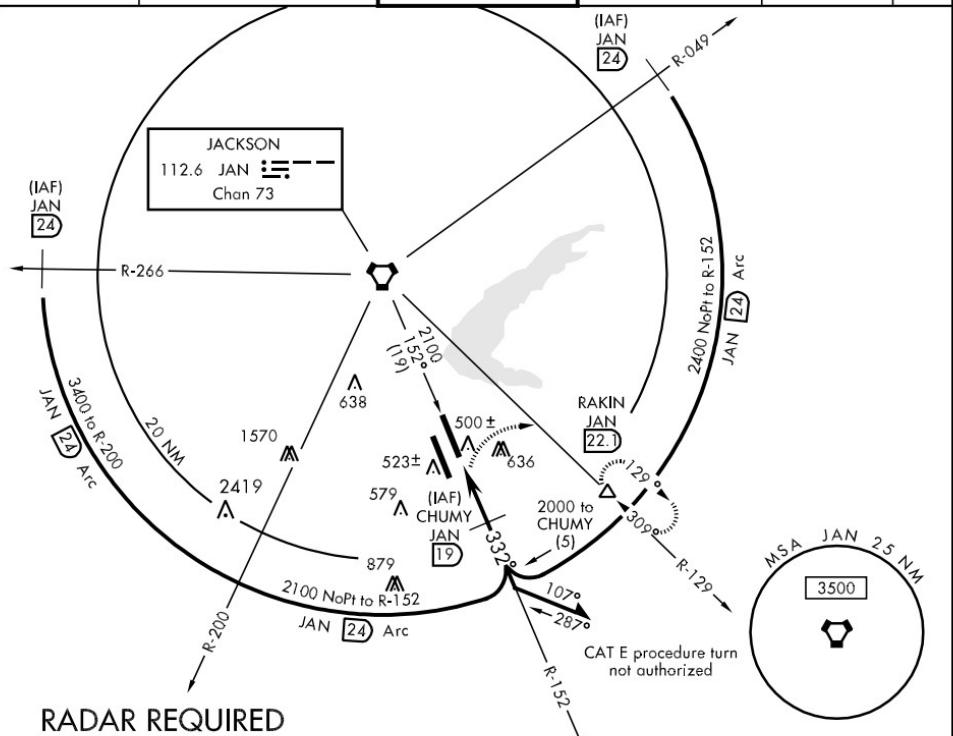
▼▲

\* CAT E circling not authorized SW of Rwy 16R-34L.

MISSSED APPROACH: Climbing right turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS  
121.05JACKSON APP CON  
123.9 317.7JACKSON TOWER  
120.9 (CTAF) 0 352.0GND CON  
121.7 348.6

120.70\* ASR



**KEY FLD** (See MERIDIAN)

**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'

480 B FUEL 100LL, JET A NOTAM FILE GWO

**RWY 14-32:** H5000X75 (ASPH) S-18 MIRL

RWY 14: PAPI(P2L)—GA 3.50° TCH 52'. Trees.

RWY 32: PAPI(P2L)—GA 3.50° TCH 49'. Trees.

**AIRPORT REMARKS:** Attended continuously. Wildlife on and invof rwy.

Remote control model acft flying off end of Rwy 14. ACTIVATE

MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr

continuously.

**COMMUNICATIONS:** CTAF 122.9

(R) MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

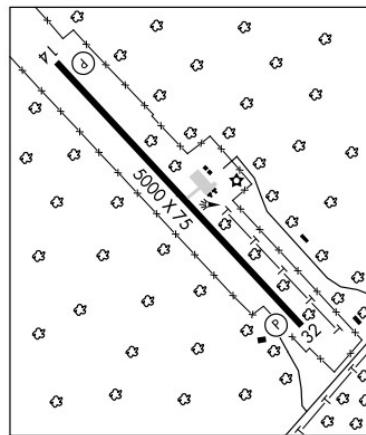
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

MEMPHIS

H-6J, L-18G

IAP



**LAUREL** N31°40.21' W89°10.44'

RCO 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.

NEW ORLEANS

L-22G

**LAUREL**

**HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'

238 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

**RWY 13-31:** H5513X150 (ASPH) S-41, D-65, 2S-83, 2D-110 HIRL

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54'. Trees.

RWY 31: VASI(V4L)—GA 3.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0000Z‡, Sat

1500-0000Z‡, Sun 1900-0000Z‡. For svc after hrs call

601-426-2626. Trucks near AER 13 creating dust/haze. Crop duster activity invof apt. Ultralight activity on and invof apt.

ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (601) 425-9792.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

LAUREL RCO 122.3 (GREENWOOD RADIO)

HOUSTON CENTER APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

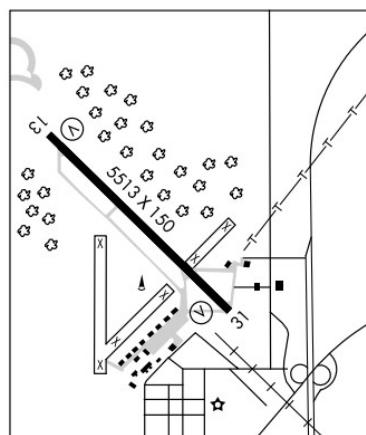
TALLAHALA NDB (MHW) 346 THJ N31°41.25' W89°11.39'

135° 1.2 NM to fld.

NEW ORLEANS

H-6J, L-22G

IAP

**LEXINGTON**

**C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'

340 B NOTAM FILE GWO

**RWY 01-19:** H3199X60 (ASPH) S-20 MIRL 0.5% up NE

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 19: Tree.

**AIRPORT REMARKS:** Unattended. Rotating bcn OTS indef. Wildlife on and invof rwy.

**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.

MEMPHIS

L-18G

IAP

APP CRS  
137°

Rwy	Idg	<b>5000</b>
TDZE		<b>480</b>
Apt Elev		<b>480</b>

DME/DME RNP-0.3 NA. Procedure not authorized at night.  
Use Philadelphia altimeter setting; if not received, use  
Greenwood altimeter setting and increase all MDAs 80 feet.

**RNAV (GPS) RWY 14**  
KOSCIUSKO-ATTALA COUNTY (OSX)

PHILADELPHIA AWOS-3  
**118.725**

MEMPHIS CENTER  
**132.75 263.0**

CTAF  
122.9

**JACKSON JAN**

ELEV 480

TDZE 480

137° to RW14

3000 x 75

521

4 NM Holding Pattern

2100 ← 317° → 137°

JINED

EHAK

2200 ↑

VELLU 2.1 NM to RW14

RW14

TCH 45

3.04°

GUDRE

137° 4 NM

317°

MSA RW14 25 NM

2800

9

**SIDON SQS**

(IAF) SIDON SQS

2100 NopT 115° (32.5)

**CICDA**

(IAF) CICDA

2100 NopT 04° (15)

**JINED**

(IF/IAF) JINED

2100 NopT 227° (5)

**DEPGE**

(IAF) DEPGE

2100 NopT 137° (6)

**EHAK**

(FAF) EHAK

VELLU 2.1 NM to RW14

790 A

789 A

730 ±

900

**BIGBEE IGB**

2800 258° (56.9)

Category	A	B	C	D
LNAV MDA	1000-1	520 (600-1)	1000-1½ 520 (600-1½)	NA
CIRCLING	1020-1	540 (600-1)	1020-1½ 540 (600-1½)	NA

APP CRS	Rwy Idg	5000
317°	TDZE	480
	Apt Elev	480

# RNAV (GPS) RWY 32

KOSCIUSKO-ATTALA COUNTY(OSX)

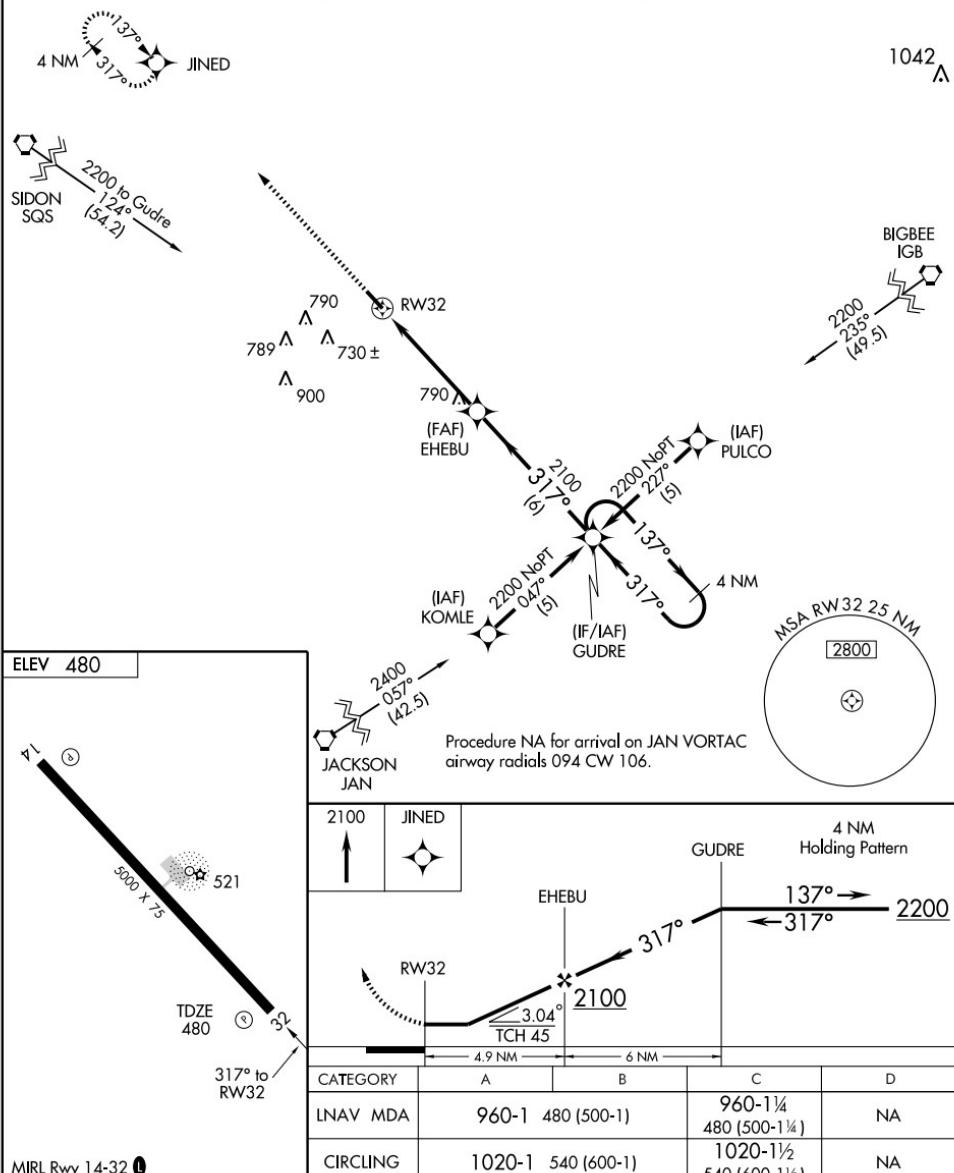
**T** DME/DME RNP-0.3 NA. Procedure not authorized at night.  
**A NA** Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2100 direct JINED and hold.

PHILADELPHIA AWOS-3  
118.725

MEMPHIS CENTER  
132.75 263.0

CTAF  
122.9



**KEY FLD** (See MERIDIAN)

**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'

480 B FUEL 100LL, JET A NOTAM FILE GWO

**RWY 14-32:** H5000X75 (ASPH) S-18 MIRL

RWY 14: PAPI(P2L)—GA 3.50° TCH 52'. Trees.

RWY 32: PAPI(P2L)—GA 3.50° TCH 49'. Trees.

**AIRPORT REMARKS:** Attended continuously. Wildlife on and invof rwy.

Remote control model acft flying off end of Rwy 14. ACTIVATE

MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr

continuously.

**COMMUNICATIONS:** CTAF 122.9

(R) MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

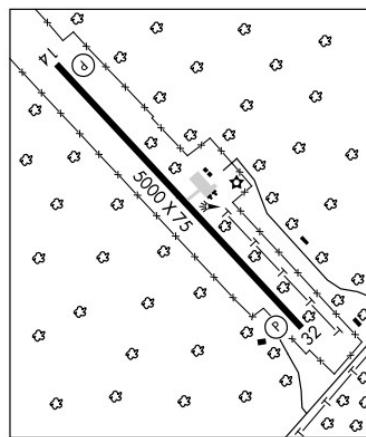
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

MEMPHIS

H-6J, L-18G

IAP



**LAUREL** N31°40.21' W89°10.44'

RCO 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.

NEW ORLEANS

L-22G

**LAUREL**

**HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'

238 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

**RWY 13-31:** H5513X150 (ASPH) S-41, D-65, 2S-83, 2D-110 HIRL

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54'. Trees.

RWY 31: VASI(V4L)—GA 3.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0000Z‡, Sat

1500-0000Z‡, Sun 1900-0000Z‡. For svc after hrs call

601-426-2626. Trucks near AER 13 creating dust/haze. Crop duster activity invof apt. Ultralight activity on and invof apt.

ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (601) 425-9792.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

LAUREL RCO 122.3 (GREENWOOD RADIO)

HOUSTON CENTER APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

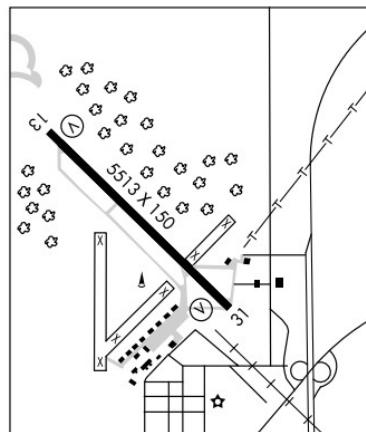
TALLAHALA NDB (MHW) 346 THJ N31°41.25' W89°11.39'

135° 1.2 NM to fld.

NEW ORLEANS

H-6J, L-22G

IAP

**LEXINGTON**

**C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'

340 B NOTAM FILE GWO

**RWY 01-19:** H3199X60 (ASPH) S-20 MIRL 0.5% up NE

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 19: Tree.

**AIRPORT REMARKS:** Unattended. Rotating bcn OTS indef. Wildlife on and invof rwy.

**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.

MEMPHIS

L-18G

IAP

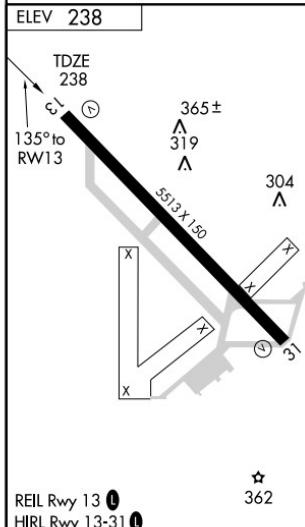
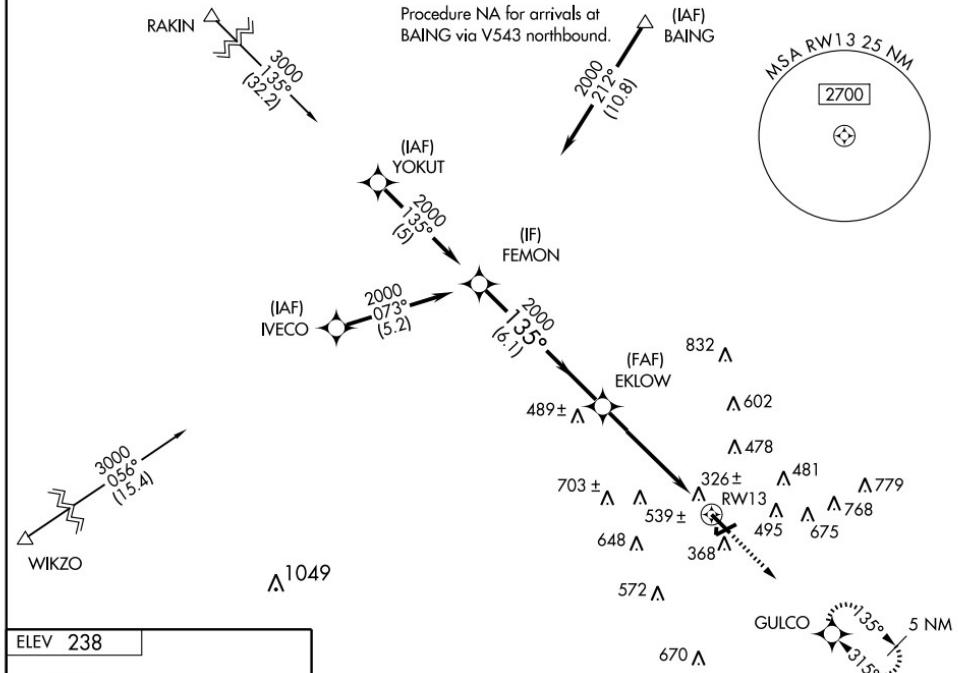


# RNAV (GPS) RWY 13

LAUREL/HESLER-NOBEL FIELD (LUL)

WAAS CH 45704 W13A	APP CRS 135°	Rwy Idg 5513 TDZE 238 Apt Elev 238
--------------------------	-----------------	--

 	If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.		<b>MISSIED APPROACH:</b> Climb to 2000 direct GULCO and hold.
AWOS-3 <b>119.275</b>	HOUSTON CENTER <b>126.8 327.8</b>		UNICOM <b>123.05 (CTAF)</b>



VGSi and RNAV glidepath not coincident.  			
Procedure Turn NA	2000	135°	*
GS 3.00° TCH 40		2000	1.1 NM to RW13
CATEGORY	A	B	C
LPV DA		581-1½ 343 (400-1½)	GULCO
LNAV/ VNAV DA		623-1½ 385 (400-1½)	
LNAV MDA		620-1 382 (400-1)	620-1½ 382 (400-1½)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)
			800-2 562 (600-2)

WAAS CH 86404 W31A	APP CRS 315°	Rwy Idg 5513 TDZE 238 Apt Elev 238
--------------------------	-----------------	--

# RNAV (GPS) RWY 31

LAUREL/HESLER-NOBEL FIELD (LUL)

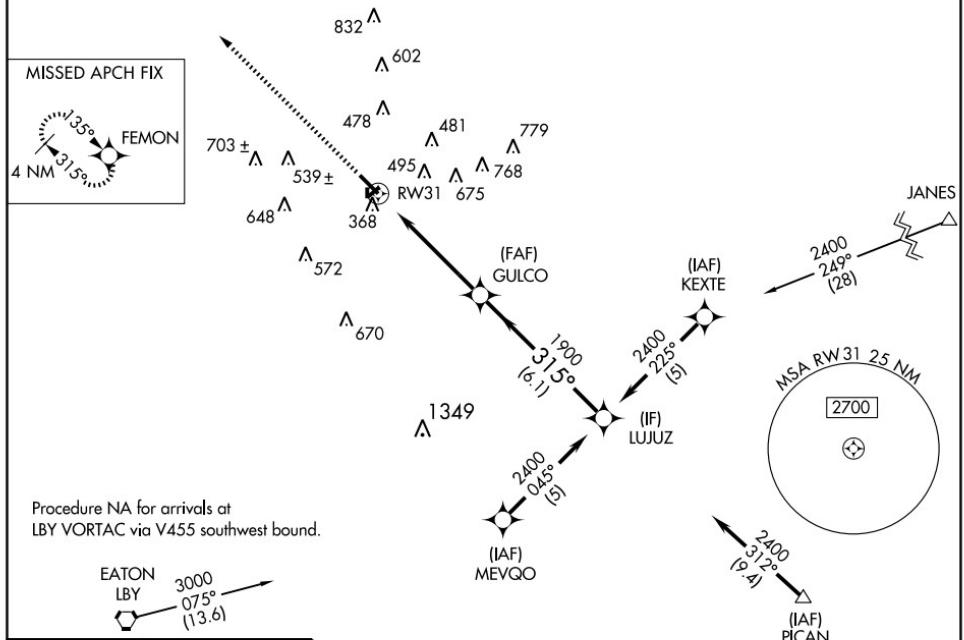
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

**MISSSED APPROACH:**  
Climb to 3000 direct FEMON and hold.

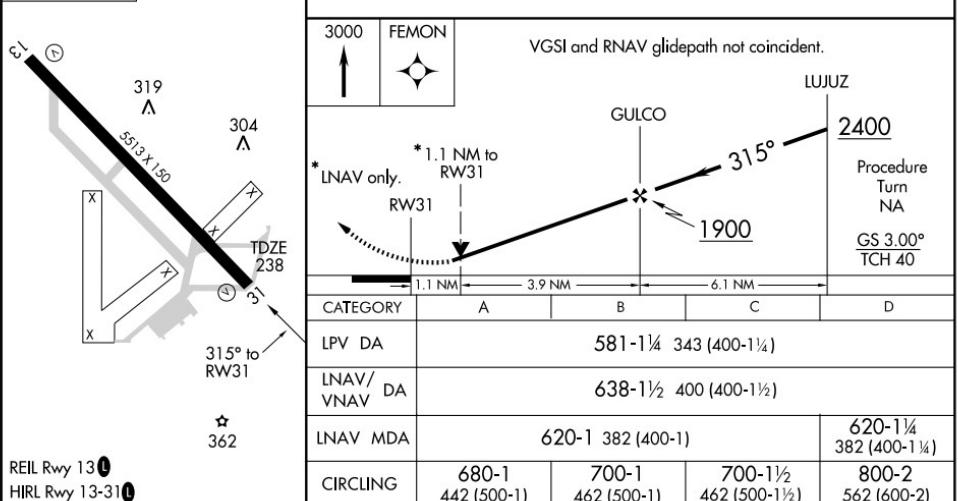
AWS-3  
119.275

HOUSTON CENTER  
126.8 327.8

UNICOM  
123.05 (CTAF) 0



ELEV 238



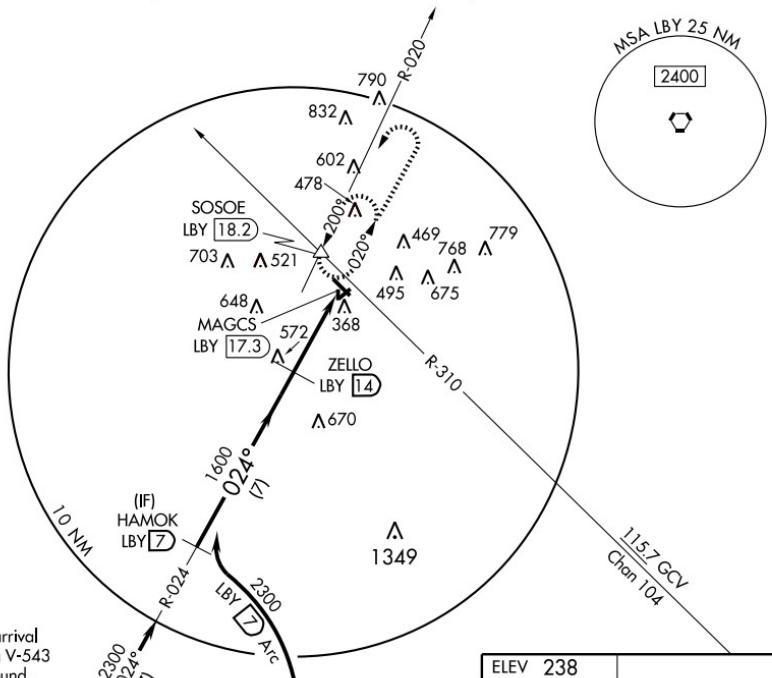
VORTAC LBY 110.6 Chan 43	APP CRS 024°	Rwy Idg TDZE	N/A N/A	Apt Elev 238
--------------------------------	-----------------	-----------------	------------	-----------------

**VOR/DME-A**

LAUREL/HESLER-NOBLE FIELD (LUL)

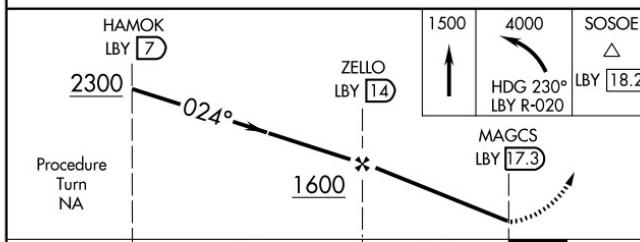
**V** When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 60 feet and Cat C visibility to 1 1/4 mile.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 4000 via heading 230° and LBY R-020 to SOSOE Int/LBY 18.2 DME and hold.

AWOS-3  
119.275HOUSTON CENTER  
126.8 327.8UNICOM  
123.05 (CTAF) 

IAF  
EATON  
110.6 LBY Chan 43

ELEV 238



REIL Rwy 13   
HIRL Rwy 13-3

**KEY FLD** (See MERIDIAN)

**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'

480 B FUEL 100LL, JET A NOTAM FILE GWO

**RWY 14-32:** H5000X75 (ASPH) S-18 MIRL

RWY 14: PAPI(P2L)—GA 3.50° TCH 52'. Trees.

RWY 32: PAPI(P2L)—GA 3.50° TCH 49'. Trees.

**AIRPORT REMARKS:** Attended continuously. Wildlife on and invof rwy.

Remote control model acft flying off end of Rwy 14. ACTIVATE

MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr

continuously.

**COMMUNICATIONS:** CTAF 122.9

(R) MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

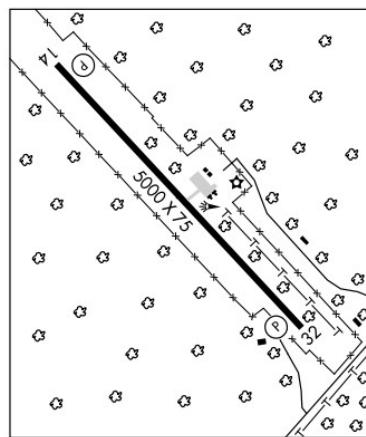
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

MEMPHIS

H-6J, L-18G

IAP



**LAUREL** N31°40.21' W89°10.44'

RCO 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.

NEW ORLEANS

L-22G

**LAUREL**

**HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'

238 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

**RWY 13-31:** H5513X150 (ASPH) S-41, D-65, 2S-83, 2D-110 HIRL

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 54'. Trees.

RWY 31: VASI(V4L)—GA 3.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0000Z‡, Sat

1500-0000Z‡, Sun 1900-0000Z‡. For svc after hrs call

601-426-2626. Trucks near AER 13 creating dust/haze. Crop duster activity invof apt. Ultralight activity on and invof apt.

ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (601) 425-9792.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

LAUREL RCO 122.3 (GREENWOOD RADIO)

HOUSTON CENTER APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

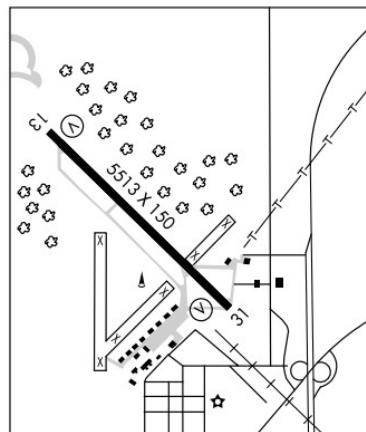
TALLAHALA NDB (MHW) 346 THJ N31°41.25' W89°11.39'

135° 1.2 NM to fld.

NEW ORLEANS

H-6J, L-22G

IAP

**LEXINGTON**

**C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'

340 B NOTAM FILE GWO

**RWY 01-19:** H3199X60 (ASPH) S-20 MIRL 0.5% up NE

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 19: Tree.

**AIRPORT REMARKS:** Unattended. Rotating bcn OTS indef. Wildlife on and invof rwy.

**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.

MEMPHIS

L-18G

IAP

# VOR/DME or GPS-A

LEXINGTON/C.A. MOORE (19M)

VORTAC SQS <b>114.7</b> Chan 94	APP CRS <b>145°</b>	Rwy 1dg TDZE Apt Elev	N/A N/A 340
---------------------------------------	------------------------	-----------------------------	-------------------

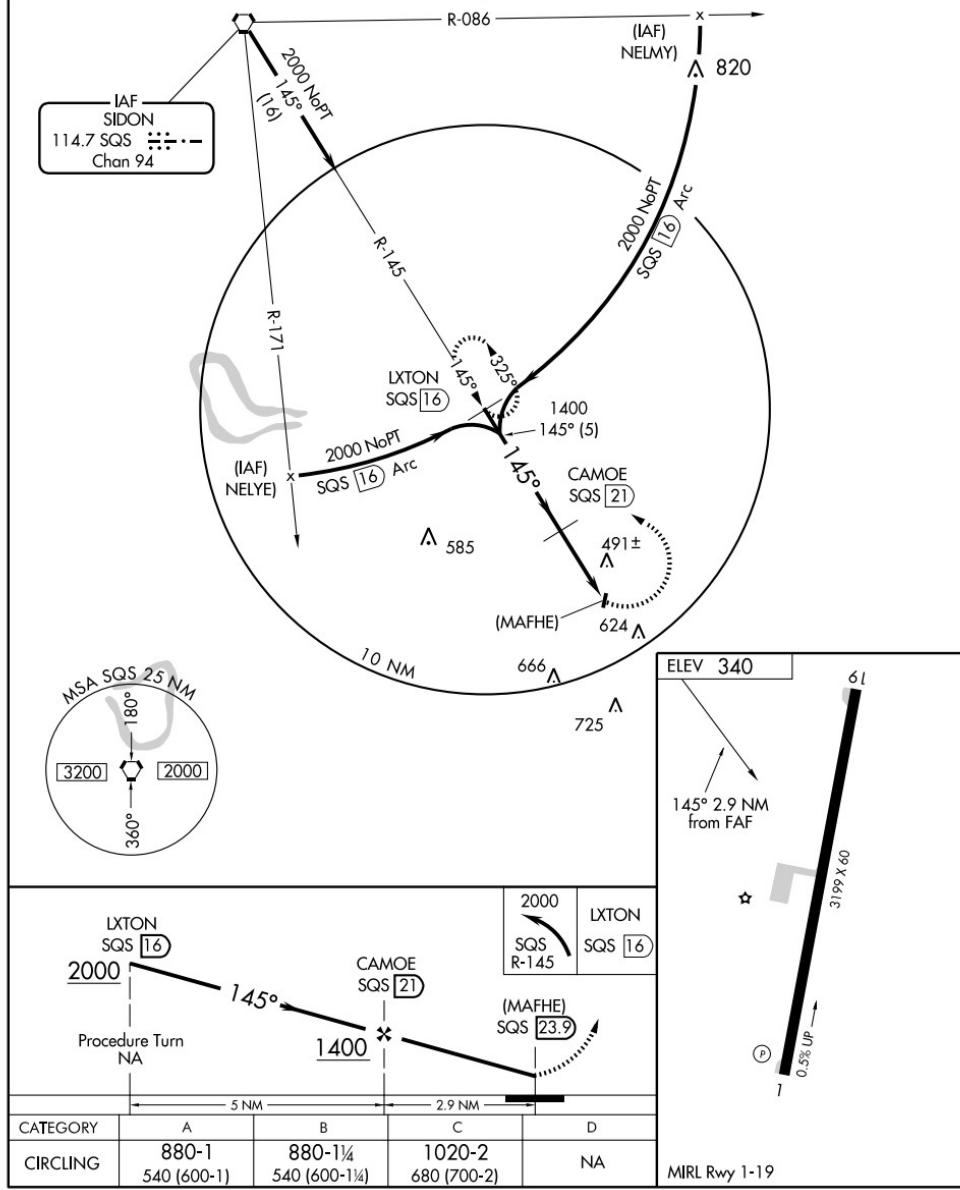
**T** Use Greenwood FSS altimeter setting.

A NA

MISSED APPROACH: Climbing left turn to 2000 via SQS R-145 to IXTON 16 DME and hold.

MEMPHIS CENTER  
132-5 259-1

CTAF  
122.9



## LEXINGTON, MISSISSIPPI

Orig 1021C

33°08'N - 90°02'W

LEXINGTON/C.A. MOORE (19M)

### **VOR/DME or GPS-A**

**LONG BEACH****VORTEX HELIPORT**

(35M) 4 N UTC-6(-5DT) N30°23.32' W89°09.92'

24 B NOTAM FILE GWO

Not insp.

HELIPAD H1: 75X75 (TURF)

AIRPORT REMARKS: Attended 1400-2300Z‡. 30' p-line west, 45' trees and 30' p-line south of helipad. Maintain tfc patterns east of helipad. High volume student training on and invof heliport.

COMMUNICATIONS: CTAf 122.9

NEW ORLEANS

**LOUISVILLE WINSTON CO**

(LMS) 1 N UTC-6(-5DT) N33°08.77' W89°03.75'

575 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4519X75 (ASPH) S-12 MIRL 0.3% up S

RWY 17: PAPI(P2L)—GA 3.25° TCH 48'. Trees.

RWY 35: PAPI(P2L)—GA 3.75° TCH 52'. Trees.

AIRPORT REMARKS: Unattended. For fuel and other svcs call

601-773-8304. Deer on and invof arpt. PAEW adjacent Rwy  
17-35. ACTIVATE MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAf/UNICOM 122.7

② MEMPHIS CENTER APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

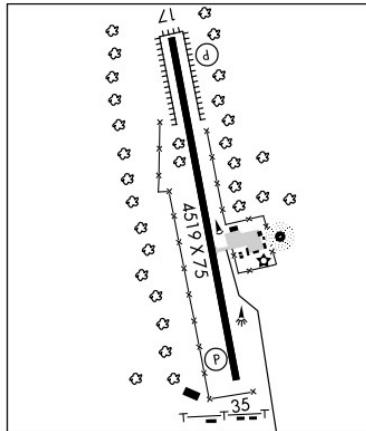
W88°30.82' 230° 34.3 NM to fld. 240/04E. HIWAS.

NDB (MHW) 212 LMS N33°08.63' W89°03.65' at fld.

MEMPHIS

L-18G

IAP

**LUMBERTON****I H BASS JR MEML**

(4R1) 2 NW UTC-6(-5DT) N31°00.93' W89°28.95'

310 B NOTAM FILE GWO

RWY 14-32: H3000X75 (ASPH) S-22 MIRL

RWY 14: PAPI(P2L). Trees. RWY 32: PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. Skydiving activity on weekend, other days by NOTAM. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.

COMMUNICATIONS: CTAf/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12' W89°20.26' 192° 25.3 NM to fld. 290/05E.

NEW ORLEANS

L-21B, 22G

**MACON MUNI**

(20M) 2 E UTC-6(-5DT) N33°08.01' W88°32.14'

238 B NOTAM FILE GWO

RWY 18-36: H3000X50 (ASPH) S-28 MIRL

RWY 36: Trees.

AIRPORT REMARKS: Unattended. Due to limited line of sight all acft are required to announce tkf and ldg CTAf—122.7. MIRL Rwy 18-36 ops dusk—0400Z‡, after 0400Z‡ ACTIVATE MIRL Rwy 18-36—122.7.

COMMUNICATIONS: CTAf/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 179° 21.1 NM to fld. 240/04E. HIWAS.

MEMPHIS

L-18H

APP CRS	Rwy Idg	<b>4519</b>
<b>170°</b>	TDZE	<b>575</b>
Apt Elev		<b>575</b>

# RNAV (GPS) RWY 17

LOUISVILLE-WINSTON COUNTY (LMS)

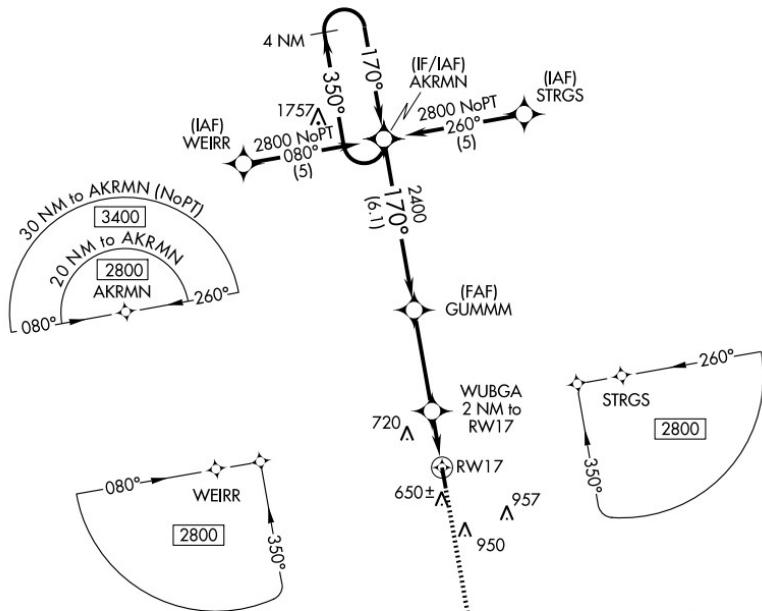
**T** NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Philadelphia Muni altimeter setting, when not received use Golden Triangle Rgnl altimeter setting and increase all MDA 60 feet; increase LNAV Cat C and D and Circling Cat C visibility  $\frac{1}{4}$  mile.

**MISSSED APPROACH:**  
Climb to 2800 direct  
ZIRIB and hold.

PHILADELPHIA AWOS-3  
**118.725**

MEMPHIS CENTER  
**132.75 263.0**

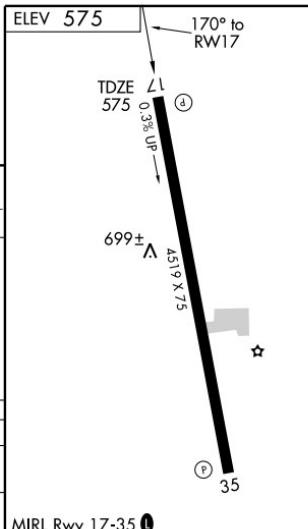
UNICOM  
**122.7 (CTAF)** 



**MISSSED APCH FIX**  
ZIRIB  
  
170°  
350°  
4 NM

4 NM  
Holding Pattern

AKRMN  
2800 ← 350°  
170° → 170°  
GUMMM  
2400  
WUBGA 2 NM to RW17  
1220  
RW17  
TCH 40  
3.05°  
VGSI and descent angles  
not coincident.  
6.1 NM → 3.6 NM → 2 NM



APP CRS 350°	Rwy Idg 4519
TDZE	575
Apt Elev	575

# RNAV (GPS) RWY 35

LOUISVILLE-WINSTON COUNTY (LMS)

**T**  
**NA**

DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Philadelphia Muni altimeter setting, when not received use Golden Triangle Rgnl altimeter setting and increase all MDA 60 feet; increase LNAV Cats B/C/D and Circling Cats B/C visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 2800 direct AKRMN and hold.

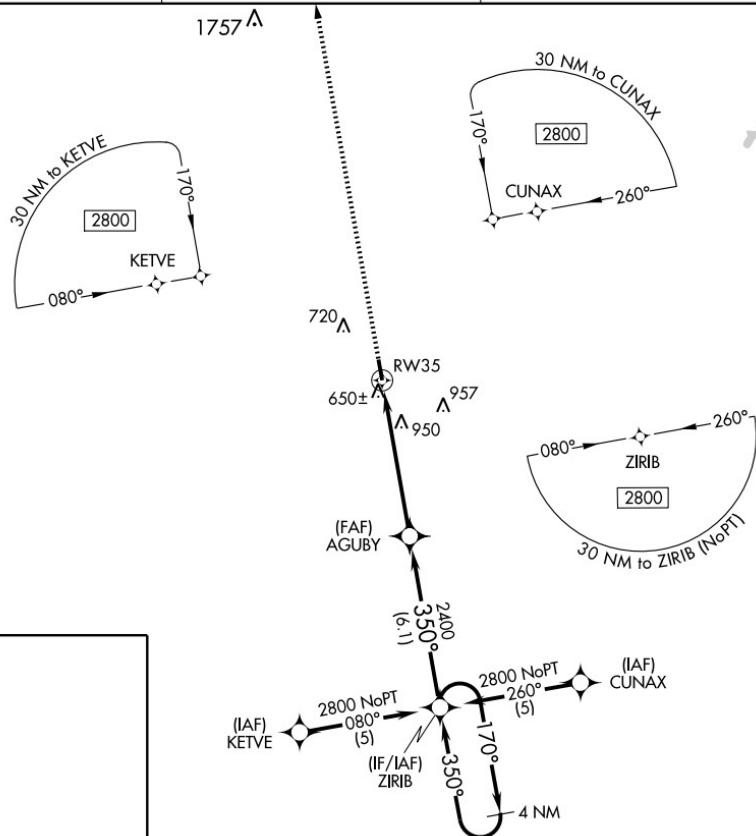
PHILADELPHIA AWOS-3  
118.725

MEMPHIS CENTER  
132.75 263.0

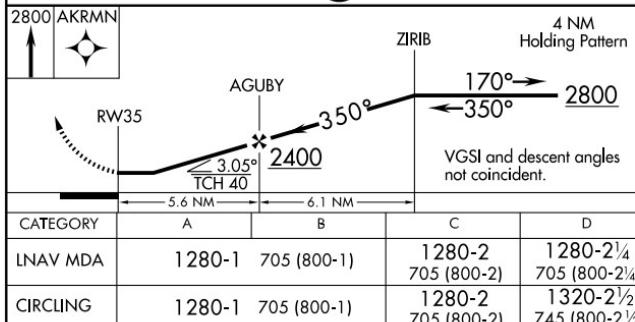
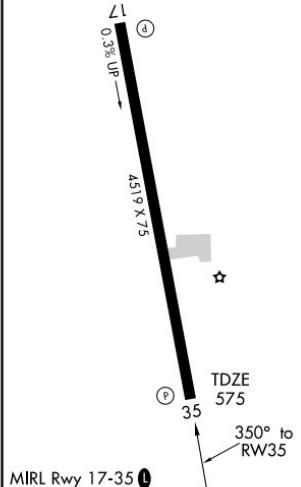
UNICOM  
122.7 (CTAF) 0

MISSED APCH FIX

4 NM  
170°  
350°  
AKRMN



ELEV 575



**MADISON**

**BRUCE CAMPBELL FLD** (MBO) 2 SE UTC-6(-5DT) N32°26.32' W90°06.19'

326 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

**RWY 17-35:** H4444X75 (ASPH) S-25 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: PAPI(P2L)—GA 4.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Attended 1200-0100Z‡. ACTIVATE MIRL Rwy 17-35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 119.125 (601) 605-8137.

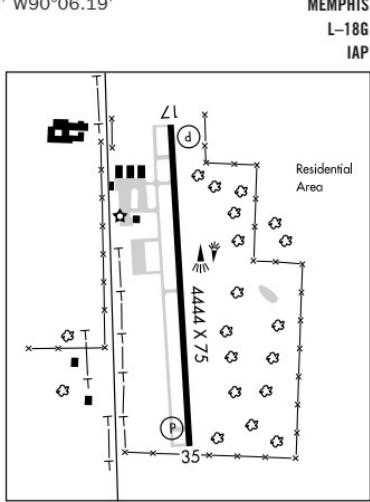
**COMMUNICATIONS:** CTAF/UNICOM 122.8

(R) **JACKSON APP/DEP CON** 123.9 (333°-152°) 125.25 (153°-332°)  
(1200-0500Z‡). CLNC DEL 125.9

(R) **MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'  
W90°10.06' 137° 5.3 NM to fld. 360/05E.

**MAGEE MUNI** (17M) 3 W UTC-6(-5DT) N31°51.77' W89°48.04'

555 B FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H3104X50 (ASPH) S-19 MIRL

RWY 18: Thld displicd 165'. Tree. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 36 4' deep ditch 350' from thld. ACTIVATE MIRL Rwy 18-36—CTAF.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 313° 35.6 NM to fld. 290/05E.

NEW ORLEANS

L-22F

**MAIN PASS** MIS N29°17.73' W88°50.53'

L-21C, 22G, GOMC

AWOS-3 119.825

**MARKS**

**SELFS** (MMS) 2 SW UTC-6(-5DT) N34°13.89' W90°17.37'

162 S4 FUEL 100LL NOTAM FILE GWO

**RWY 02-20:** H3348X70 (ASPH) S-10 MIRL

RWY 20: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z‡, Sat and Sun irregularly. For attendance hrs Sat and Sun call 662-444-4736. Public phone avbl 662-326-9404. Fuel avbl 24 hr self service with credit card.

**COMMUNICATIONS:** CTAF 122.9

(R) **MEMPHIS CENTER APP/DEP CON** 135.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

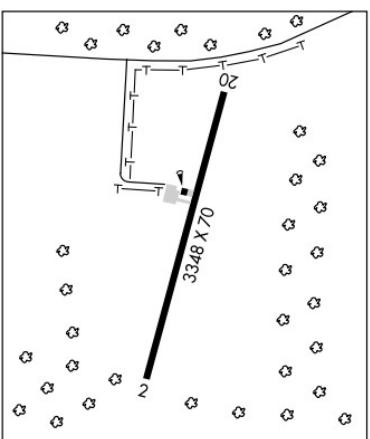
**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 356° 46.0 NM to fld. 125/03E.

MEMPHIS

L-18G

IAP

**MC CAIN FLD** (See MERIDIAN NAS)**McCHAREN FLD** (See WEST POINT)



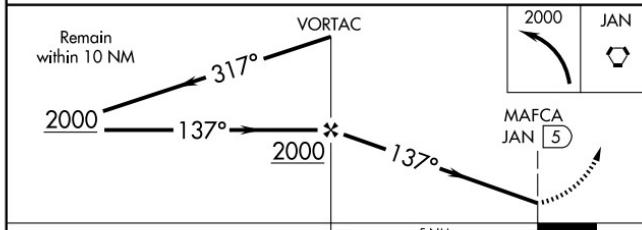
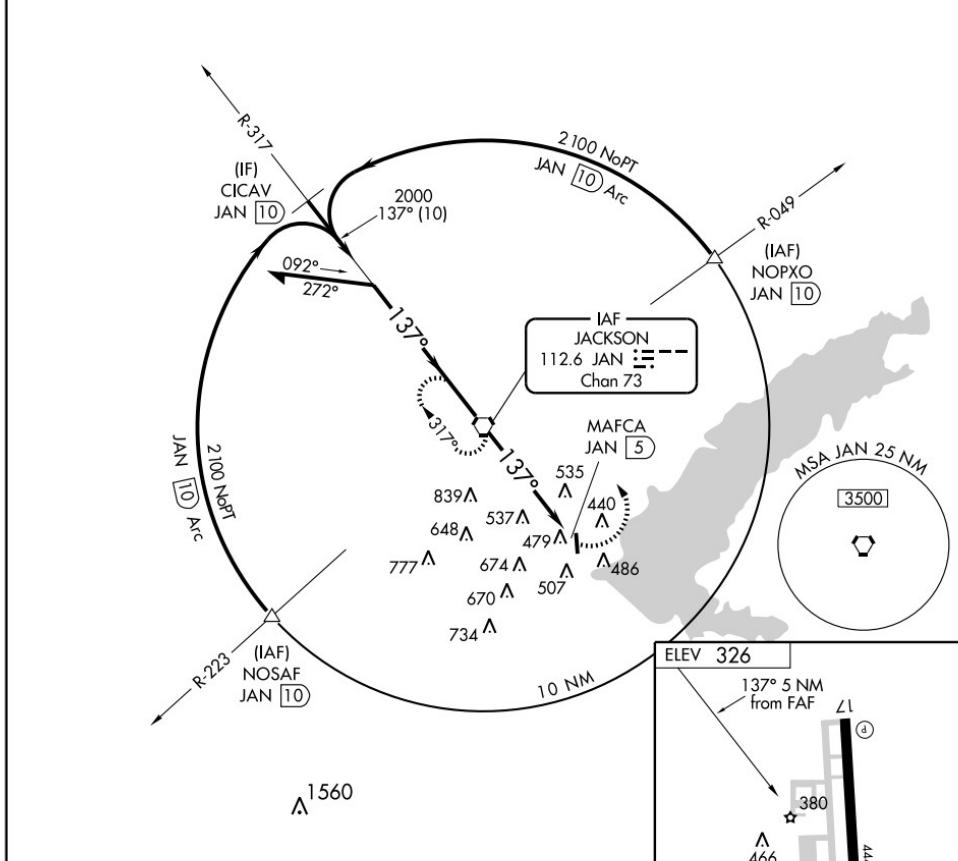
VORTAC JAN 112.6 Chan 73	APP CRS 137°	Rwy Idg TDZE	N/A N/A 326
--------------------------------	-----------------	-----------------	-------------------

MADISON/ BRUCE CAMPBELL FIELD (MBO)

VOR-A

**T** When local altimeter setting not received, use Jackson-Evers Intl. altimeter setting and increase all MDA 40 feet, and increase visibility Cat C and D  $\frac{1}{4}$  mile.

MISSSED APPROACH: Climbing left turn to 2000 direct JAN VORTAC and hold.

AWOS-3  
119.125JACKSON APP CON \*  
123.9 317.7CLNC DEL  
125.9UNICOM  
122.8 (CTAF) 0

CATEGORY	FAF to MAP 5 NM								
	Knots	60	90	120	150	180			
CIRCLING	880-1 554 (600-1)	900-1 574 (600-1)	900-1½ 574 (600-1½)	1040-2¼ 714 (800-2¼)	5:00	3:20	2:30	2:00	1:40
Min:Sec									

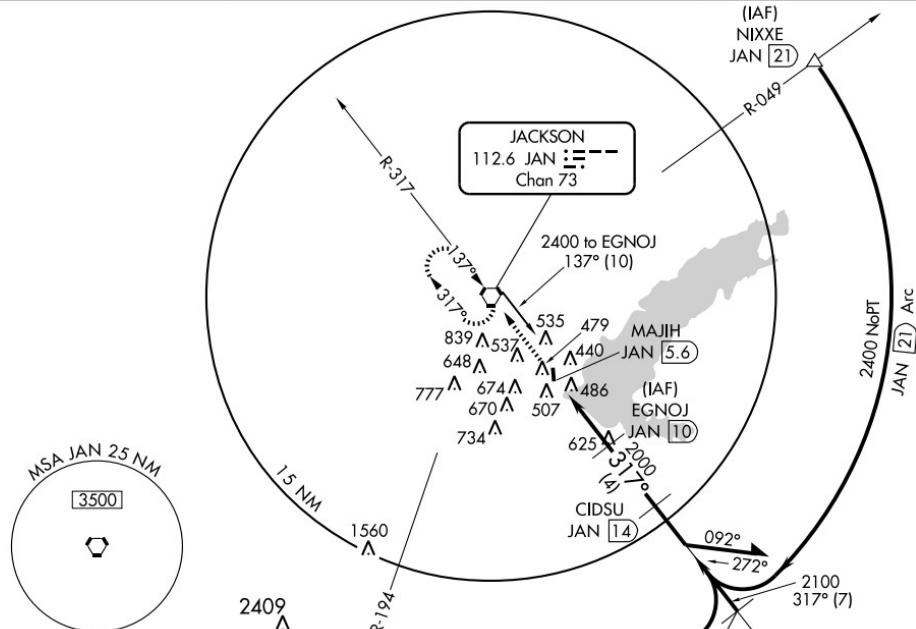
VORTAC JAN 112.6 Chan 73	APP CRS 317°	Rwy Idg TDZE	N/A N/A 326
--------------------------------	-----------------	-----------------	-------------------

**VOR/DME-B**

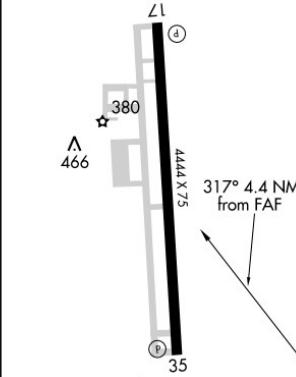
MADISON/ BRUCE CAMPBELL FIELD (MBO)

**T** When local altimeter setting not received, use Jackson-Evers Int'l. altimeter setting and increase all MDA 40 feet, and increase visibility Cats C and D  $\frac{1}{4}$  mile.

MISSIED APPROACH: Climb to 2000 via JAN R-137 to JAN VORTAC and hold.

AWOS-3  
119.125JACKSON APP CON \*  
123.9 317.7CLNC DEL  
125.9UNICOM  
122.8 (CTAF) 0

ELEV 326



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

MADISON, MISSISSIPPI

Amdt 5 03JUN10

MADISON/ BRUCE CAMPBELL FIELD (MBO)

**VOR/DME-B**

**MADISON**

**BRUCE CAMPBELL FLD** (MBO) 2 SE UTC-6(-5DT) N32°26.32' W90°06.19'

326 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

**RWY 17-35:** H4444X75 (ASPH) S-25 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: PAPI(P2L)—GA 4.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Attended 1200-0100Z‡. ACTIVATE MIRL Rwy 17-35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 119.125 (601) 605-8137.

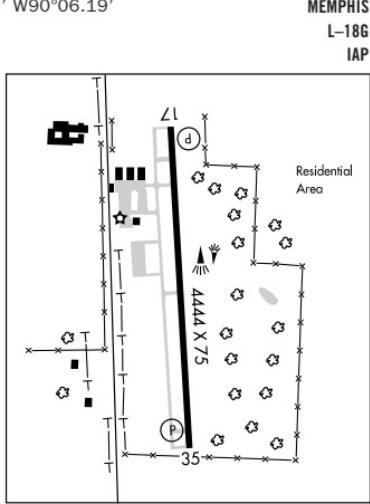
**COMMUNICATIONS:** CTAF/UNICOM 122.8

(R) **JACKSON APP/DEP CON** 123.9 (333°-152°) 125.25 (153°-332°)  
(1200-0500Z‡). CLNC DEL 125.9

(R) **MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'  
W90°10.06' 137° 5.3 NM to fld. 360/05E.

**MAGEE MUNI** (17M) 3 W UTC-6(-5DT) N31°51.77' W89°48.04'

555 B FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H3104X50 (ASPH) S-19 MIRL

RWY 18: Thld displicd 165'. Tree. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 36 4' deep ditch 350' from thld. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) **VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 313° 35.6 NM to fld. 290/05E.

NEW ORLEANS

L-22F

**MAIN PASS** MIS N29°17.73' W88°50.53'

L-21C, 22G, GOMC

AWOS-3 119.825

**MARKS**

**SELFS** (MMS) 2 SW UTC-6(-5DT) N34°13.89' W90°17.37'

162 S4 FUEL 100LL NOTAM FILE GWO

**RWY 02-20:** H3348X70 (ASPH) S-10 MIRL

RWY 20: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z‡, Sat and Sun

irregularly. For attendance hrs Sat and Sun call 662-444-4736.  
Public phone avbl 662-326-9404.

Fuel avbl 24 hr self service with credit card.

**COMMUNICATIONS:** CTAF 122.9

(R) **MEMPHIS CENTER APP/DEP CON** 135.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

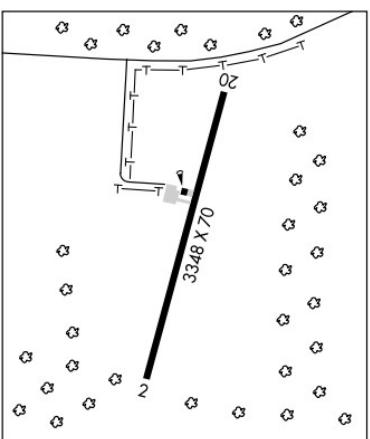
SIDON (H) **VORTAC** 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 356° 46.0 NM to fld. 125/03E.

MEMPHIS

L-18G

IAP

**MC CAIN FLD** (See MERIDIAN NAS)**McCHAREN FLD** (See WEST POINT)

# RNAV (GPS) RWY 2

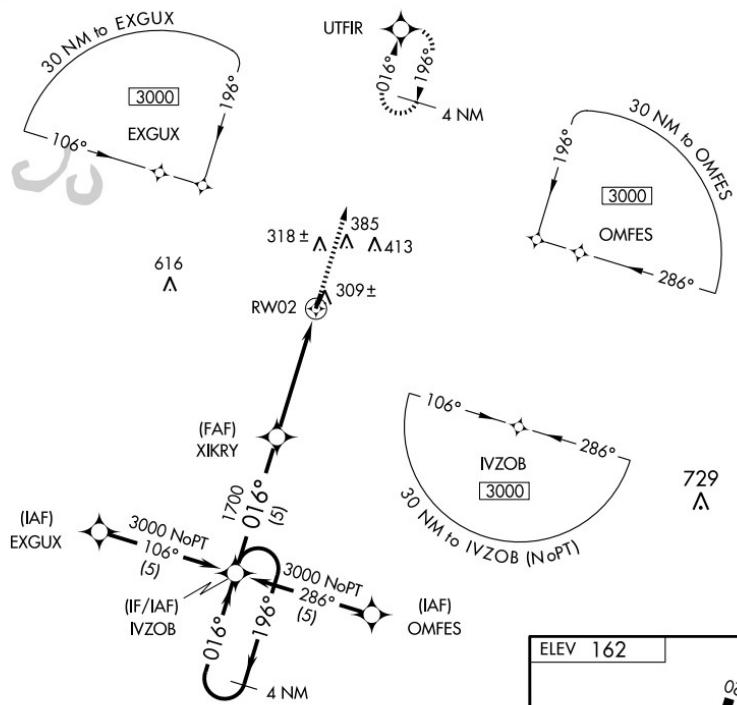
MARKS/SELFs (MMS)

APP CRS <b>016°</b>	Rwy Idg <b>3348</b> TDZE <b>162</b> Apt Elev <b>162</b>
------------------------	--

MISSED APPROACH: Climb to 3000 via course 016° to UTFIR WP and hold.

MEMPHIS CENTER  
**135.3 335.8**

CTAF  
**122.9**



4 NM Holding Pattern

IVZOB

3000 ← 196° 016° →

3000 ↑ CRS 016° UTFIR

016°

XIKRY

1700

RW02

CATEGORY

 A | B | C | D |

GLS DA

 NA | | | |

LNAV/ DA  
VNAV

 NA | | | |

LNAV MDA

 600-1 | 438 (500-1) |  | NA |

CIRCLING

 660-1 | 498 (500-1) |  | NA |

# RNAV (GPS) RWY 20

MARKS/SELFs (MMS)

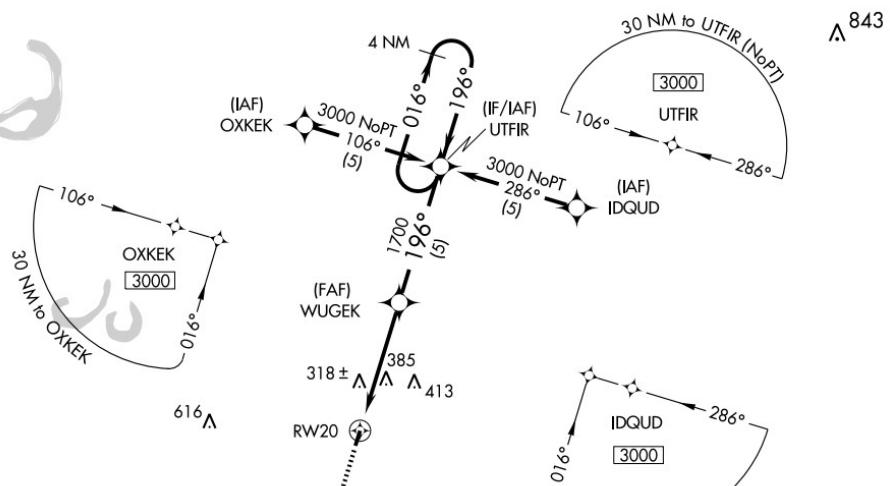
APP CRS <b>196°</b>	Rwy Idg <b>3348</b> TDZE <b>162</b> Apt Elev <b>162</b>
------------------------	--

▼ Use Clarksdale altimeter setting, when not received procedure NA.  
 ▲ NA DME/DME RNP-0.3 not authorized.

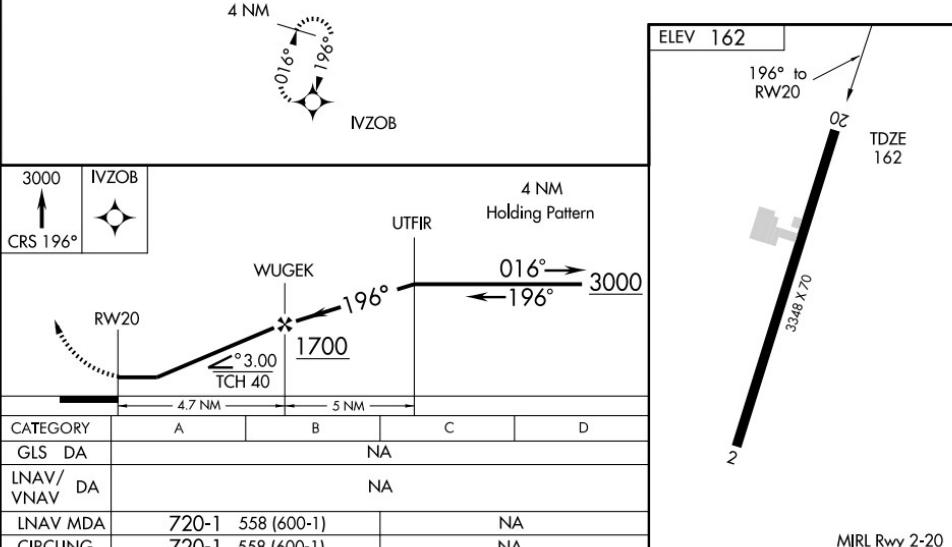
MISSED APPROACH: Climb to 3000 via course 196° to IVZOB WP and hold.

MEMPHIS CENTER  
**135.3 335.8**

CTAF  
**122.9**



SC-4, 23 SEP 2010 to 21 OCT 2010



MARKS, MISSISSIPPI

Orig-A 08157

34° 14' N-90° 17' W

MARKS/SELFs (MMS)  

# RNAV (GPS) RWY 20

**Mc COMB–PIKE CO–JOHN E LEWIS FLD**

(MCB) 4 S UTC-6(-5DT)

N31°10.71' W90°28.31'

413 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCB

RWY 15–33: H5000X100 (ASPH–GRVD) S-25, D-30, 2D-60

MIRL 0.5% up NW

RWY 15: MALSF. PAPI(P2L)—GA 3.0° TCH 38'. Trees.

RWY 33: PAPI(P2L)—GA 3.0° TCH 46'. Trees.

**AIRPORT REMARKS:** Attended 1400Z‡–dusk. For attendant and fuel after hrs call 601–684–8950. MIRL Rwy 15–33 preset low ints dusk–0600Z‡, after 0600Z‡ increase ints, ACTIVATE MALSF—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (601) 249–3223. HIWAS 116.7

MCB.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.4 122.2 (GREENWOOD RADIO)

RCO 122.1R 116.7T (GREENWOOD RADIO)

(R) HOUSTON CENTER APP/DEP CON 126.8

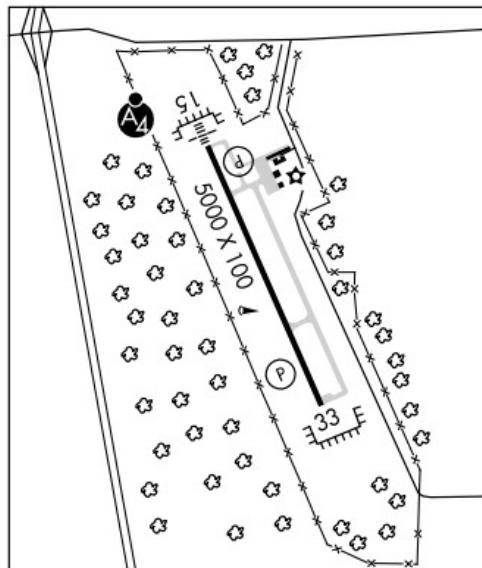
**AIRSPACE:** CLASS E svc continuously.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.(H) VORTAC 116.7 MCB Chan 114 N31°18.26' W90°15.49'  
233° 13.3 NM to fld. 440/03E. HIWASFERNI NDB (MHW/LOM) 413 MC N31°15.27' W90°30.63'  
156° 5 NM to fld.

ILS 109.1 I-MCB Rwy 15. Class IA. LOM FERNI NDB. LOC unusable byd 0.5 NM. GS unusable byd 5 degrees left of course.

NEW ORLEANS

H-6J, L-21B, 22F

IAP

**MERIDIAN** N32°22.71' W88°48.26' NOTAM FILE MEI.

(H) VORTAC 117.0 MEI Chan 117 131° 3.8 NM to Key Fld. 580/5E. HIWAS.

RCO 122.1R 117.0T (GREENWOOD RADIO)

RCO 122.6 122.2 (GREENWOOD RADIO).

MEMPHIS

H-6J, L-18G



APP CRS 153°	Rwy Idg TDZE	<b>5000</b>
	Apt Elev	<b>413</b>

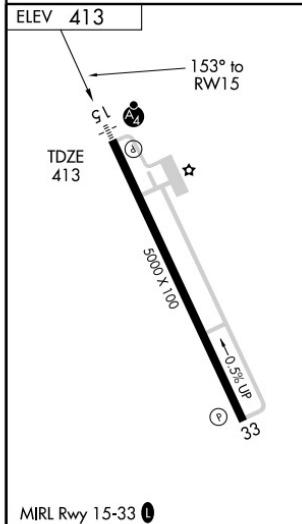
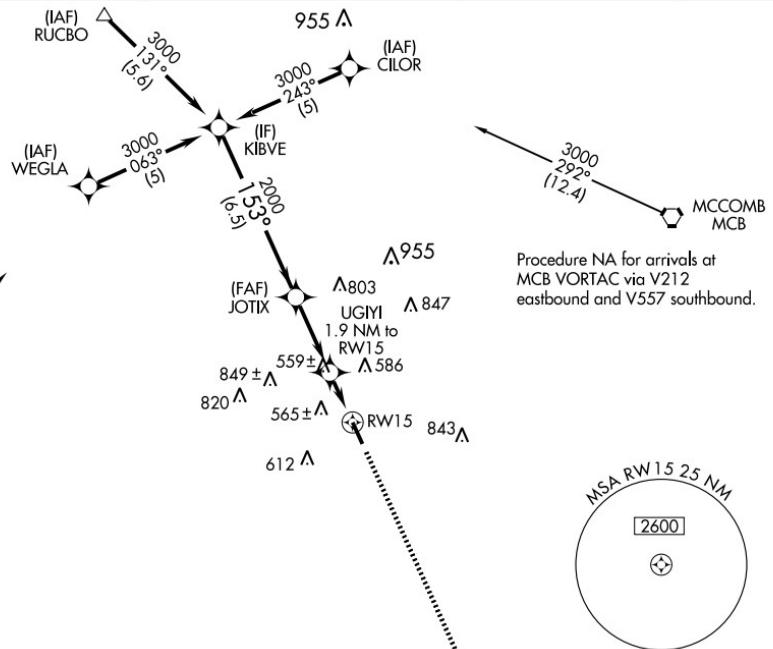
**RNAV (GPS) RWY 15**

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

▼ Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all MDA 140 feet and LNAV visibility Cat C  $\frac{1}{4}$  mile, Cat D  $\frac{1}{2}$  mile, Circling Cat C and D  $\frac{1}{4}$  mile.



MISSSED APPROACH: Climb to 3000 direct GLADS and via 128° track to ZYDCO and hold.

ASOS  
**119.025**HOUSTON CENTER  
**126.8 327.8**UNICOM  
**123.05 (CTAF)**

WAAS CH 77808	APP CRS 333°	Rwy Idg 5000
		TDZE 407
		Apt Elev 413

**RNAV (GPS) RWY 33**

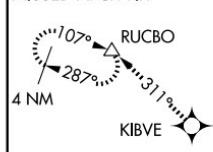
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all DA/MDA 140 feet and visibility LPV  $\frac{1}{2}$  mile all CatS, LNAV/VNAV  $\frac{1}{2}$  mile all CatS, LNAV Cat C and D  $\frac{1}{4}$  mile, Circling Cat C and D  $\frac{1}{4}$  mile. Baro-VNAV NA when using Natchez altimeter setting.

MISSSED APPROACH: Climb to 4000 direct KIBVE and via 311° track to RUCBO and hold.

ASOS  
119.025HOUSTON CENTER  
126.8 327.8UNICOM  
123.05 (CTAF) 0

MISSSED APCH FIX



Procedure NA for arrivals at MCB VORTAC via V194 northeast bound and V555 northwest bound.

McCOMB  
MCB3000  
183°  
(16.3)

955 A  
A 847  
A 586  
A 820 A  
A 849 ±  
565 ± A  
612 A  
A 539 ±  
RW33  
A 843  
575 ± A  
(FAF) MAGNT

LESTE  
3000 093°  
(27.5)

JURIB  
3000 243°  
(5)

ZYDCO  
3000 308°  
(10.2)

OCEVU  
3000 063°  
(5)

GLADS  
3000 308°  
(10.2)

GLADS  
3000  
Procedure Turn NA

ELEV 413

5000 ft 100  
TDZE 407  
33  
333° to  
RW33

MIRL Rwy 15-33 0

VORTAC MCB 116.7 Chan 114	APP CRS 233°	Rwy Idg TDZE Apt Elev	N/A N/A 413
---------------------------------	-----------------	-----------------------------	-------------------

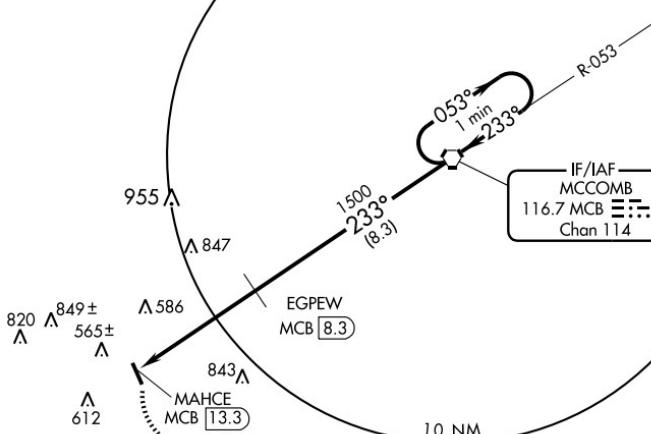
MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

ASOS  
119.025

HOUSTON CENTER  
126.8 327.8

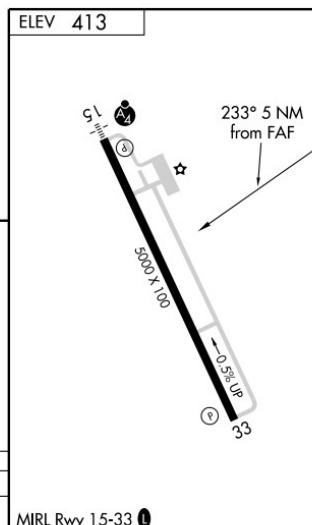
UNICOM  
123.05 (CTAF) 0

955 A



NoPT for arrival on MCB VORTAC airway radials 345 CW 145.

2000	MCB 116.7	VORTAC	One Minute Holding Pattern
EGPEW MCB [8.3]			
MAHCE MCB [13.3]			
5 NM	8.3 NM		
CATEGORY	A	B	C D
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½) 980-2 567 (600-2)



10210

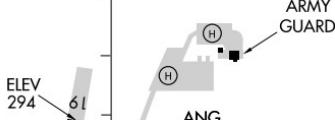
## AIRPORT DIAGRAM

AL-254 (FAA)

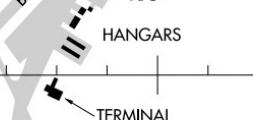
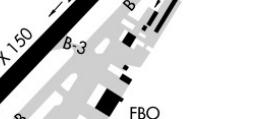
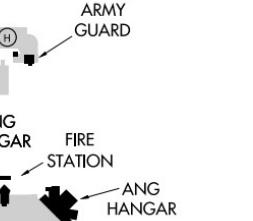
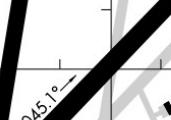
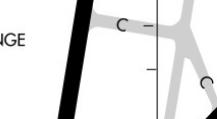
MERIDIAN/KEY FIELD (MEI)  
MERIDIAN, MISSISSIPPI

ATIS  
126.475 291.675  
KEY TOWER★  
119.8 257.8  
GND CON  
121.9 348.6

D



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W



RWY 01-19  
S-105, D-175, 2S-175, 2D-325  
RWY 04-22  
S-15, D-35, 2D-60

CAUTION: BE ALERT TO RUNWAY CROSSING  
CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

88°45'W

88°44'W

AIRPORT DIAGRAM

10210

MERIDIAN, MISSISSIPPI  
MERIDIAN/KEY FIELD (MEI)

SC-4 23 SEP 2010 to 21 OCT 2010

**MERIDIAN****KEY FLD**

(MEI) 3 SW UTC-6(-5DT) N32°19.96' W88°45.11'

297 B S4 FUEL 100, JET A OX 1, 2 Class I, ARFF Index A NOTAM FILE MEI

**RWY 01-19:** H10003X150 (ASPH-CONC) S-105, D-175, 2S-175, 2D-325 HIRL**RWY 01:** MALSR. VASI(V4L)—GA 3.0°TCH 54'. Thld dsplcd 1000'.

Tree.

**RWY 19:** MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Thld dsplcd 1000'.

Tree.

**RWY 04-22:** H4599X150 (ASPH) S-15, D-35, 2D-60 MIRL**RWY 04:** PAPI(P2L)—GA 3.13° TCH 19'. Trees.**RWY 22:** PAPI(P2L)—GA 3.59° TCH 20'. Pole.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 01:** TORA-10003 TODA-10003 ASDA-10003 LDA-9003**RWY 04:** TORA-4599 TODA-4599 ASDA-4599 LDA-4599**RWY 19:** TORA-10003 TODA-10003 ASDA-10003 LDA-9003**RWY 22:** TORA-4599 TODA-4599 ASDA-4599 LDA-4599

**AIRPORT REMARKS:** Attended 1200-0400Z‡. For attendant after hrs call 601-693-7282. Air National Guard ramp clsd exc PPR,  
 601-484-9734/9714. Rwy 01-19 dsplcd thlds are concrete.  
 ACTIVATE HIRL Rwy 01-19, MIRL Rwy 04-22, MALSR Rwy 01 and  
 Rwy 19, twy lgts—CTAF.

**WEATHER DATA SOURCES:** ASOS (601) 693-5650. HIWAS 117.0 MEI.**COMMUNICATIONS:** CTAF 119.8 ATIS 126.475 UNICOM 122.95

MERIDIAN RCO 122.6 122.2 (GREENWOOD RADIO)

(R) MERIDIAN APP/DEP CON 120.5 (1300-0500Z‡)

(R) MEMPHIS CENTER APP/DEP CON 125.975 (0500-1300Z‡)

TOWER 119.8 (1200-0400Z‡), other times by NOTAM.

GND CON 121.9

**AIRSPACE:** CLASS D svc 1200-0400Z‡, other times by NOTAM.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 131° 3.8 NM to fld. 580/05E.

HIWAS.

SAVOY NDB (MHW/LOM) 356 ME N32°14.84' W88°46.30' 010° 5.2 NM to fld.

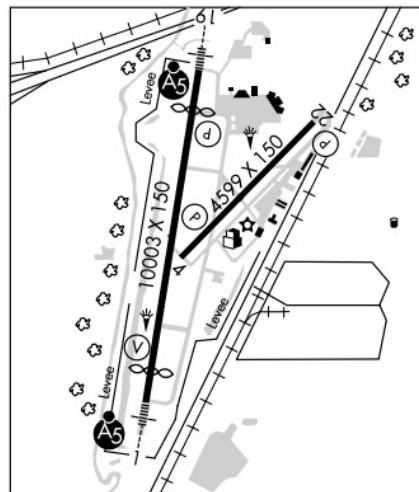
ILS 110.1 I-MEI Rwy 01. Class IA. LOM SAVOY NDB. (Unmonitored when twr clsd).

ILS/DME 111.35 I-IKQ Chan 50(Y) Rwy 19.

MEMPHIS

H-6J, L-18G

IAP, AD



MERIDIAN, MISSISSIPPI

## HI-TACAN or VOR/DME-B

VORTAC MEI  
117.0  
Chan 117

APCH CRS  
320°

Rwy Idg N/A  
TDZE N/A

Apt Elev 297

JAL-254 [USAF]

MERIDIAN/KEY FIELD (KMEI)

**T** \* Circling not authorized E of Rwy 1-19.

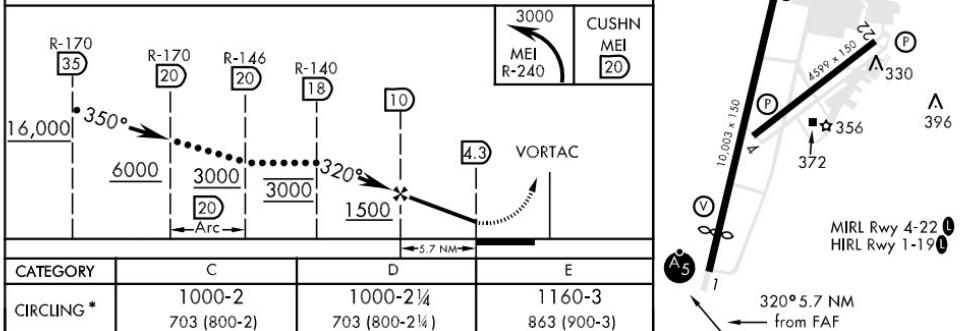
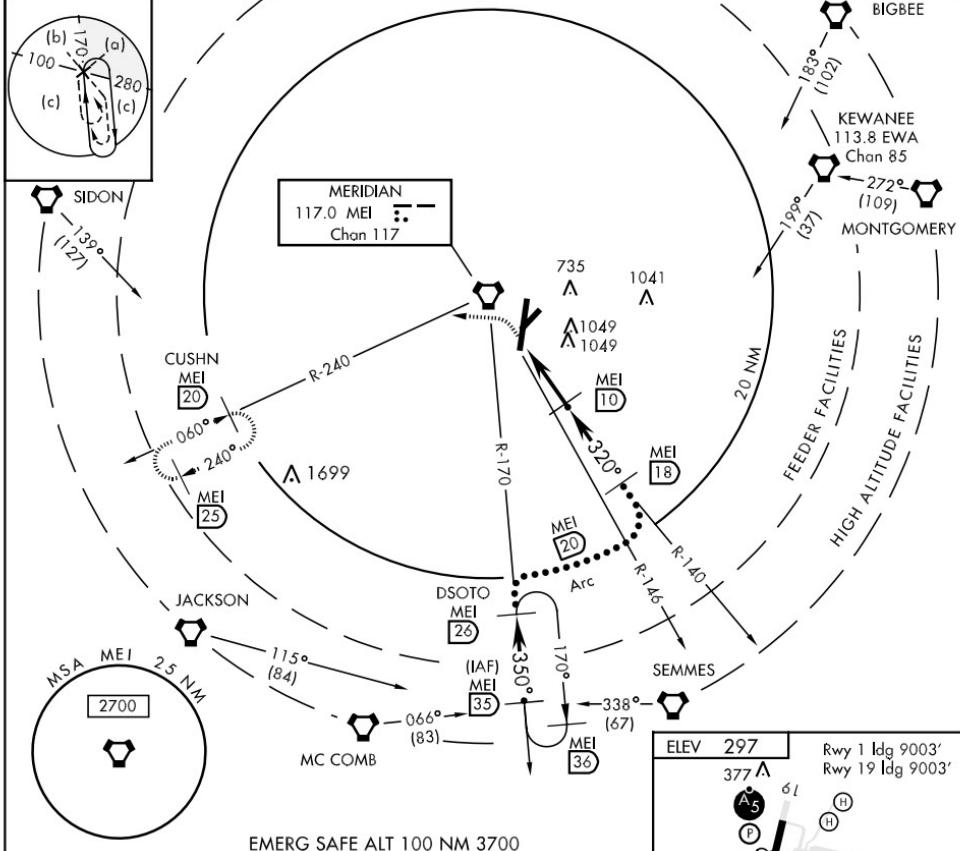
MISSIED APPROACH: Climbing left turn to 3000 via MEI R-240 to CUSHN 20 DME and hold.

ATIS  
126.475 291.675

MERIDIAN APP CON  
120.5 269.6

KEY TOWER ★  
119.8 (CTAF) 0 257.8

GND CON  
121.9 348.6



MERIDIAN, MISSISSIPPI

32°20'N-88°45'W

MERIDIAN/KEY FIELD (KMEI)

Amdt 3 09323

## HI-TACAN or VOR/DME-B

SC-4, 23 SEP 2010 to 21 OCT 2010

LOC I-MEI <b>110.1</b>	APP CRS <b>008°</b>	Rwy Idg <b>9003</b> TDZE <b>289</b> Apt Elev <b>297</b>
---------------------------	------------------------	--

**ILS or LOC RWY 1**  
MERIDIAN/KEY FIELD (MEI)

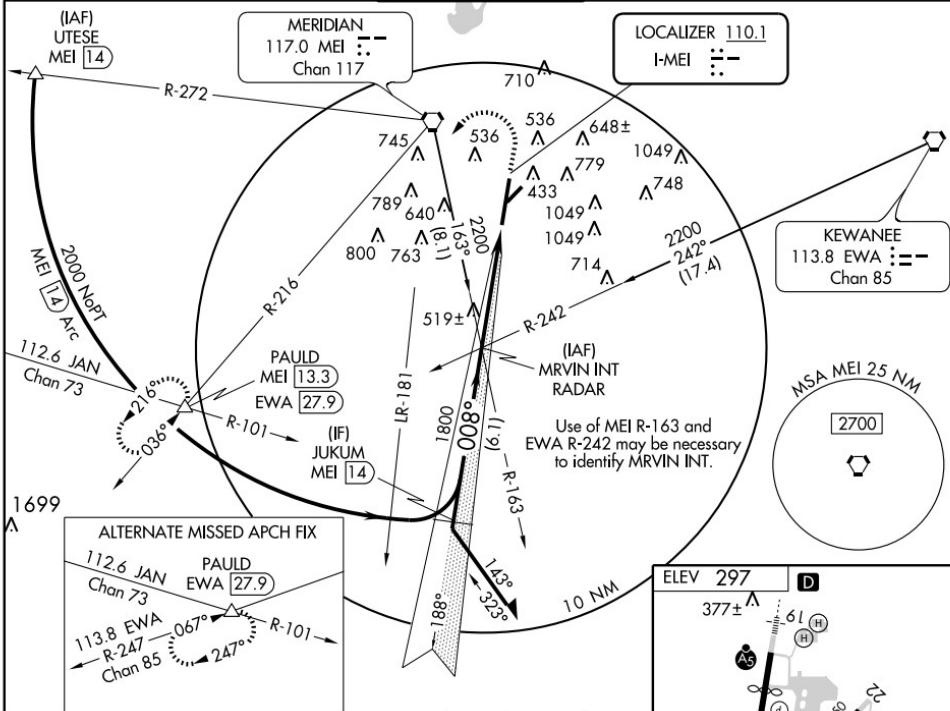
▼ Circling NA SE of Rwy's 1 and 22. DME Required. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; S-ILS 1 all Cats visibility to RVR 4000, S-LOC 1 Cat C visibility to RVR 6000, Cat D and E visibility  $\frac{1}{2}$  mile, and Circling Cats C and D visibility  $\frac{1}{2}$  mile. For inoperative MALSR, when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000, and S-LOC 1 Cat E visibility to  $2\frac{1}{4}$  miles. \*\* RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 1 Cat E visibility to RVR 4000 and S-LOC 1 Cat E to  $1\frac{3}{4}$  miles.

MALSR

A5

MISSED APPROACH:  
Climb to 900 then climbing left turn to 3000 via MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS <b>126.475 291.675</b>	MERIDIAN APP CON★ <b>120.5 269.6</b>	KEY TOWER ★ <b>119.8 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
--------------------------------	---	--	-------------------------------	-------------------------



CATEGORY	A	B	C	D	E
S-ILS 1	** 489/24 200 (200-1/2)				
S-LOC 1	780/24 491 (500-1/2)	780/40 491 (500-3/4)	780/50 491 (500-1)	780/60 491 (500-1 1/4)	
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1 1/2 643 (700-2)	940-2 863 (900-3)	1160-3

LOC/DME I-IKQ  
111.35  
Chan 50 (Y)

PP CRS  
1889

Kwy Idg 9003  
DZE 293  
Apt Elev 297

**ILS or LOC RWY 19**  
MERIDIAN/KEY FIELD (MEI)

**T**  
**A**  
**ASR** DME Required. Visibility reduction by helicopters NA. Circling NA SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.

WALSR  
A5

**MISSED APPROACH:** Climb to 900 then climbing right turn to 3000 via heading 245° and MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS  
126.475 291.675

MERIDIAN APP CON★  
120.5 269.6

KEY TOWER ★  
119.8 (CTAE) 257.8

GND CON  
121 9 348 6

UNICOM  
122-95

The logo consists of a circle containing the text "MSA MEI 25 NM" at the top and "2700" in a box in the center, with a small diamond symbol at the bottom.

1

MERIDIAN  
117.0 MER  
Chan 1

	1.3 NM
CATEGORY	A
S-ILS 19	
S-LOC 19	760-
CIRCLING	860- 563 (600)

MERIDIAN, MISSISSIPPI

Orig. 10098

Sing 10073

This figure is a detailed map of an airport's runway and taxiway system. It includes several labeled runways and taxiways:

- Runways:** A5 (top left), TDZE (middle left), 315 (center), 356 (bottom center), 330 (right side), and 396 (far right).
- Taxiways:** 10003 X 150 (left side), 4559 X 150 (center), and 377 ± (top left).
- Other Labels:** V, H, L, A, 372, 377, 315, 356, 330, 396, 188° 4.5 NM from FAF, and 10003 X 150.

MIRL Rwy 4-22  
HIRL Rwy 1-19

### S E C U R I T Y

202001N 000151W

**MERIDIAN/KEY FIELD (MER)**

MERIDIAN/KEI FIELD (MEI)  
ILS or LOC RWY 19

WAAS CH 86500 <b>W01A</b>	APP CRS <b>008°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>289</b> <b>297</b>
---------------------------------	------------------------	-----------------------------	---

# RNAV (GPS) RWY 1

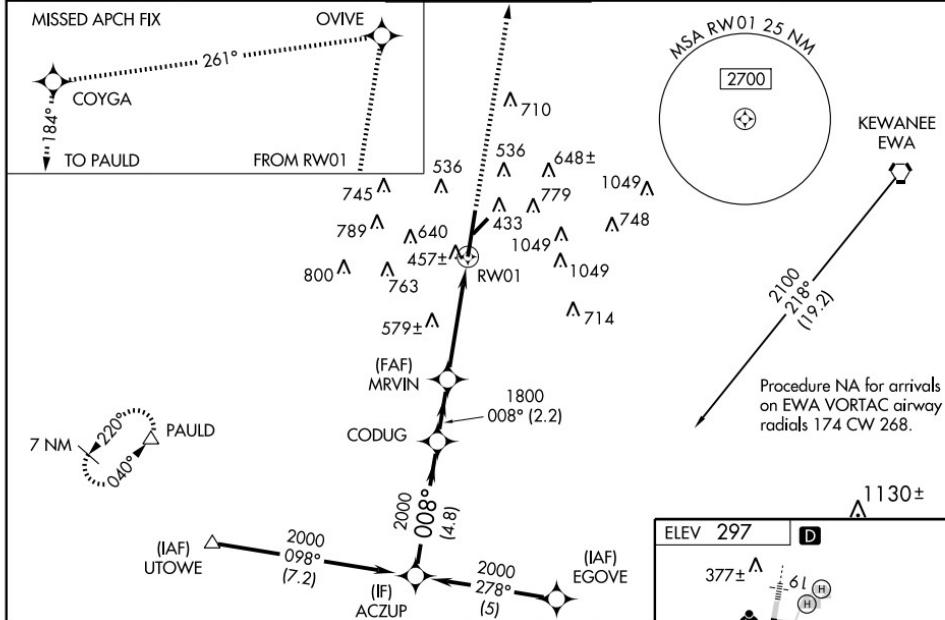
MERIDIAN/KEY FIELD (MEI)

Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling NA SE of Rwy's 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, LPV all Cat's visibility to RVR 4000, LNAV/VNAV all Cat's visibility to 2 1/4 mile and LNAV Cat's C, D, and E visibility 1/2 mile, and Circling Cat's C and D visibility 1/2 mile. For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 2 1/4 miles and LNAV Cat E visibility to 2 miles. For inoperative MALSR when using Hattiesburg-Laurel Rgnl altimeter setting increase LPV all Cat's visibility to RVR 6000, LNAV/VNAV Cat E visibility to 2 3/4 miles, and LNAV Cat E visibility to 2 1/2 miles.

MALSR  
A5

MISSED APPROACH: Climb to 3000 direct OVIVE and left turn via track 261° to COYGA and via track 184° to PAULD and hold.

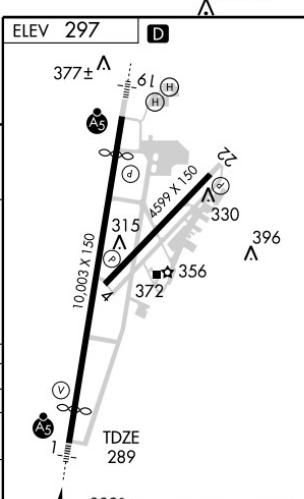
ATIS <b>126.475 291.675</b>	MERIDIAN APP CON ★ <b>120.5 269.6</b>	KEY TOWER ★ <b>119.8 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
--------------------------------	--	--	-------------------------------	-------------------------



Procedure Turn NA	ACZUP	CODUG	MRVIN	COYGA	PAULD
	2000	3000	OVIVE	trk 261°	
	2000	008°	MRVIN	COYGA	trk 184°
	2000	008°	(IF) ACZUP	PAULD	
	2000	008°	(IF) ACZUP	EGOLVE	

\* LNAV only.  
 \* 1.6 NM to RW01  
 \* 1.6 NM to RW01

CATEGORY	A	B	C	D	E
LPV DA		489/24	200 (200-1/2)		
LNAV/ VNAV DA		909-1 1/4	620 (700-1 1/4)		
LNAV MDA	840/24	551 (600-1/2)	840/50	840/60	840-1 1/2
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1 1/2 583 (600-1 1/2)	940-2 643 (700-2)	1160-3 863 (900-3)



APP CRS	Rwy Idg	4599
043°	TDZE	295
	Apt Elev	297

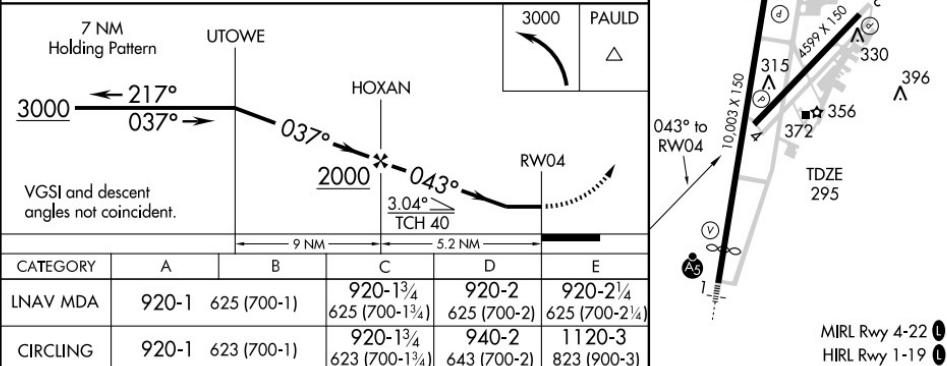
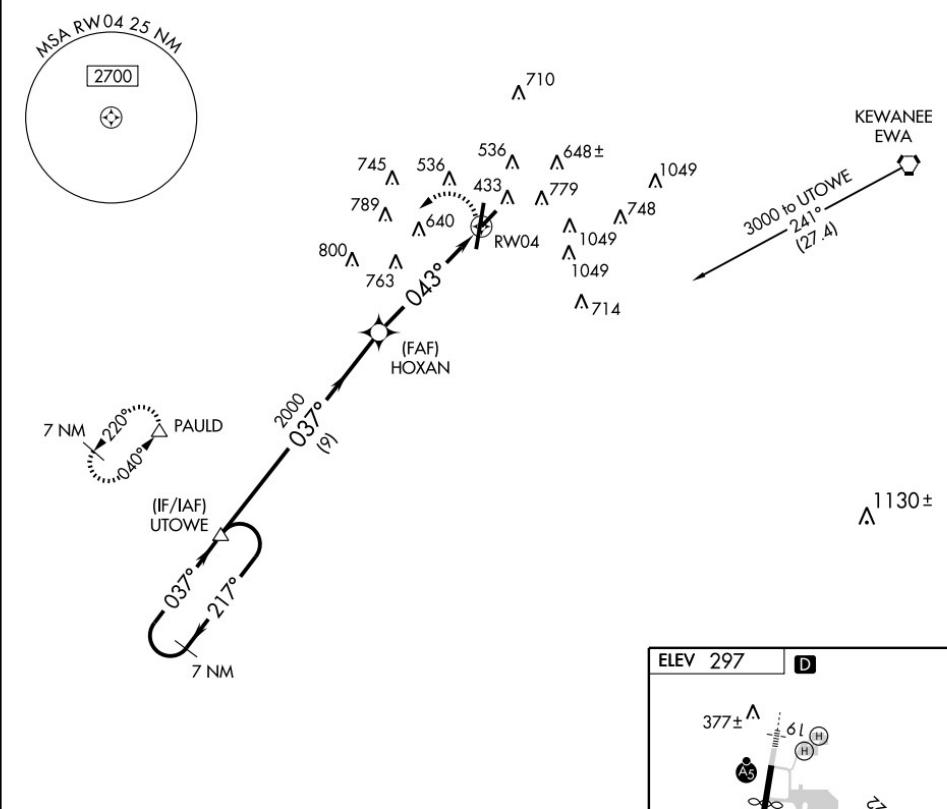
# RNAV (GPS) RWY 4

MERIDIAN/KEY FIELD (MEI)

V DME/DME RNP-0.3 NA. Circling NA SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, Straight-in/Circling Rwy 4 and Circling Rwy 22 NA at night.

MISSIED APPROACH: Climbing left turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.6	KEY TOWER ★ 119.8 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
-------------------------	-----------------------------------	-------------------------------------	------------------------	------------------



**RNAV (GPS) RWY 19**  
MERIDIAN/KEY FIELD (MEI)

## MERIDIAN/KEY FIELD (MEI)

WAAS CH <b>61003</b> <b>W19A</b>	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>293</b> <b>297</b>
--	------------------------	-----------------------------	---

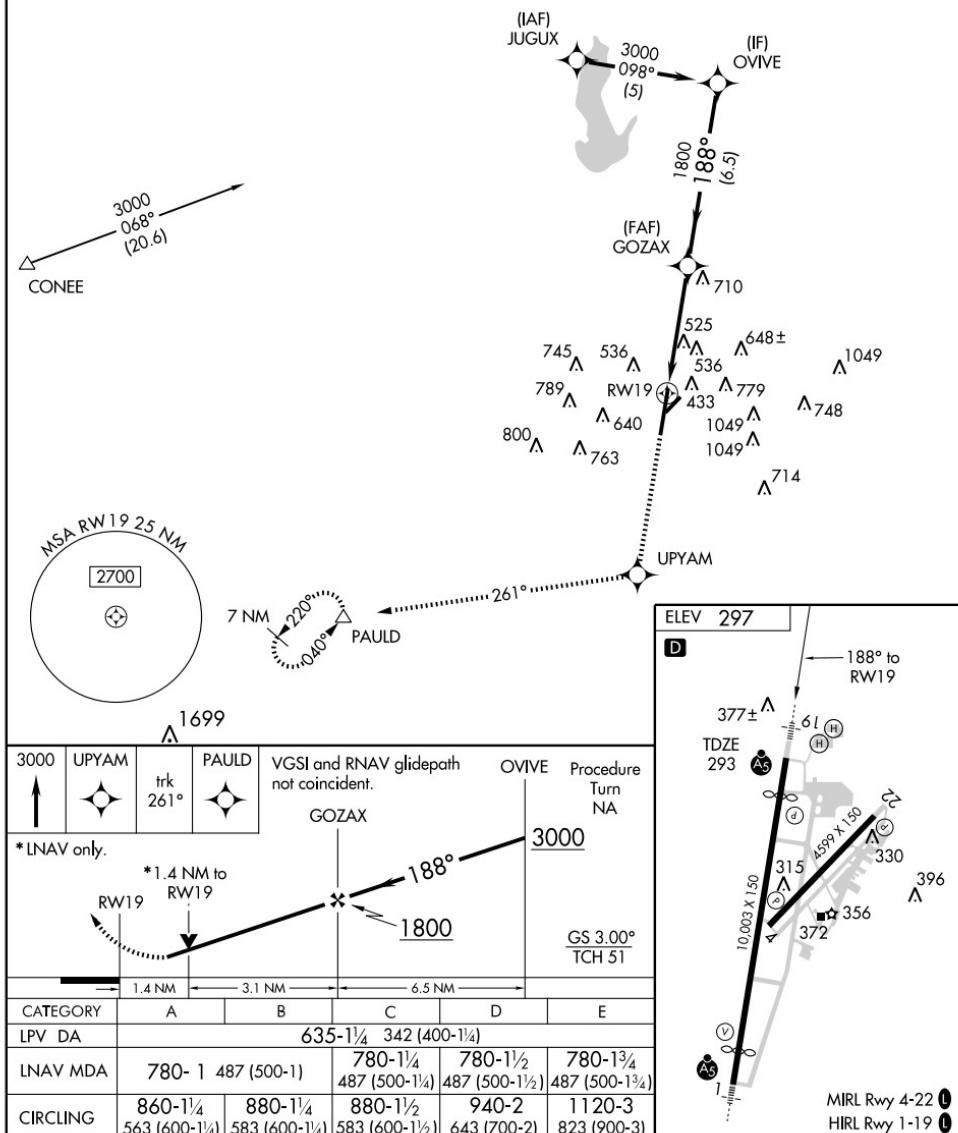
**T**  
**A**  
ASR      DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
          Circling NA SE of Rwys 1 and 4. If local altimeter setting not received,  
          use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs  
          140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.

MAISR



**MISSED APPROACH:** Climb to 3000 direct UPYAM and via 261° track to PAULD and hold.

ATIS <b>126.475 291.675</b>	MERIDIAN APP CON ★ <b>120.5 269.6</b>	KEY TOWER ★ <b>119.8 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
--------------------------------	--	--	-------------------------------	-------------------------



MERIDIAN MISSISSIPPI

MERIDIAN, A  
Orig. 10098

22820' N 89845' W

**MERIDIAN / KEY FIELD (MER)**

**MERIDIAN/KEY FIELD (MEI)  
RNAV (GPS) RWY 19**

APP CRS 223°	Rwy Idg 4599
TDZE 297	297
Apt Elev 297	297

## RNAV (GPS) RWY 22

MERIDIAN/KEY FIELD (MEI)

**T** DME/DME RNP-0.3 NA. Circling NA SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet.  
**A** When VGSi inoperative, Straight-in/Circling Rwy 22 NA at night.

MISSSED APPROACH: Climb to 3000 direct HOXAN and via 245° track to PAULD and hold.

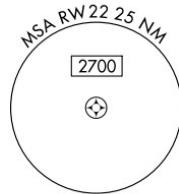
ATIS 126.475 291.675
-------------------------

MERIDIAN APP CON *
120.5 269.6

KEY TOWER *
119.8 (CTAF) 0 257.8

GND CON 121.9 348.6
------------------------

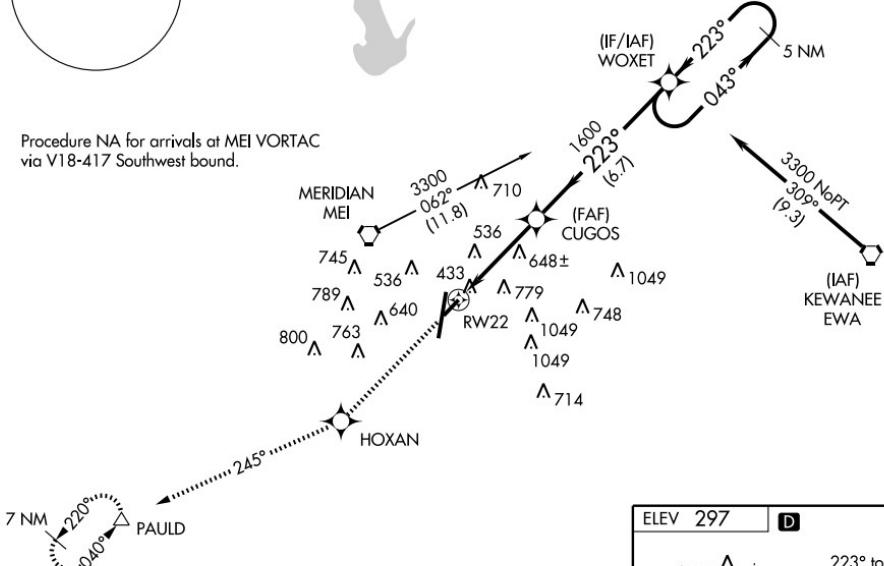
UNICOM 122.95
------------------



A 1544

MERIDIAN NAS

Procedure NA for arrivals at MEI VORTAC via V18-417 Southwest bound.

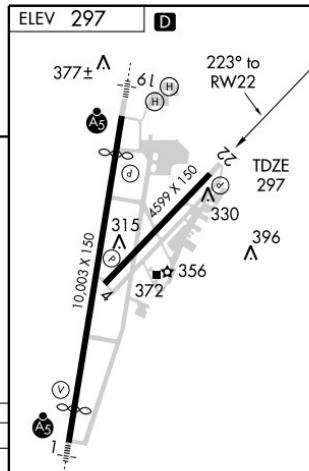


3000	HOXAN	trk 245°	PAULD
------	-------	-------------	-------

RW22		CUGOS		WOXET	
				5 NM Holding Pattern	
				043°	3300
				223°	
				1600	
				223°	
				3.03°	
				TCH 40	
				3.9 NM	6.7 NM

VGSi and descent angles not coincident.

CATEGORY	A	B	C	D	E
LNAV MDA	940-1 643 (700-1)		940-1 3/4 643 (700-1 3/4)	940-2 643 (700-2)	940-2 1/4 643 (700-2 1/4)
CIRCLING	940-1 643 (700-1)		940-1 3/4 643 (700-1 3/4)	940-2 643 (700-2)	1120-3 823 (900-3)



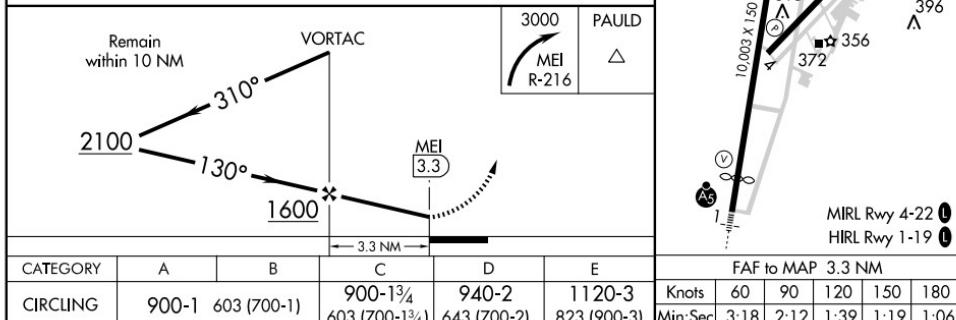
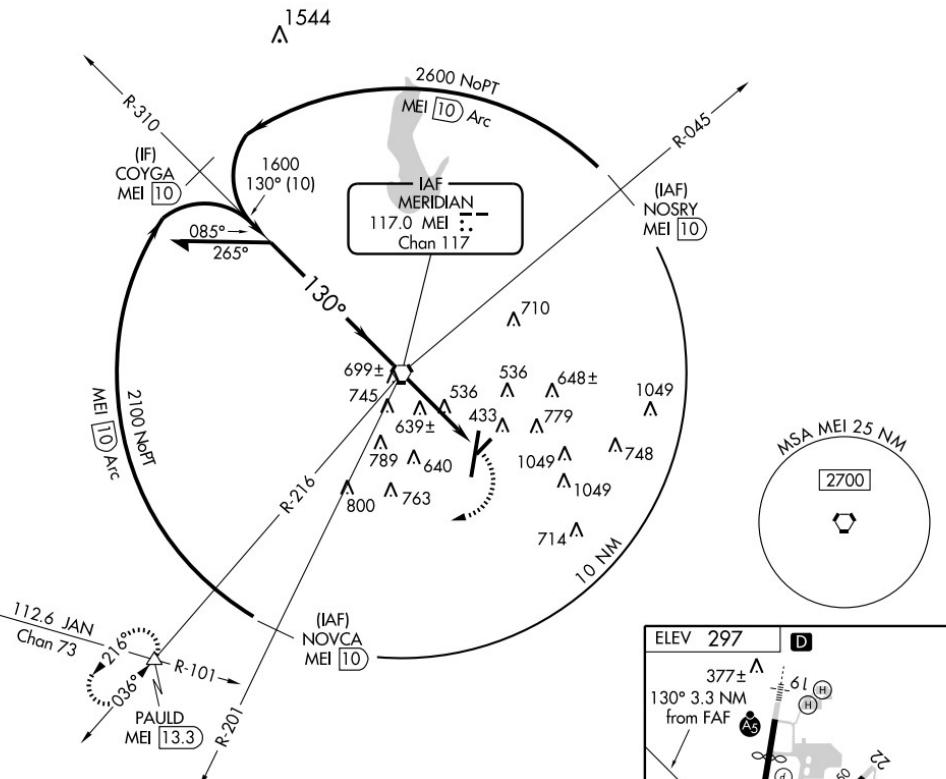
VORTAC MEI <b>117.0</b> Chan 117	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	N/A N/A 297
--	------------------------	-----------------------------	-------------------

**VOR-A**  
MERIDIAN/KEY FIELD (MEI)

**T** Circling not authorized SE of Rwy 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. DME Required. Procedure turn NA for Cat E.

MISSED APPROACH: Climbing right turn to 3000 via MEI R-216 to PAULD/MEI 13.3 DME and hold.

ATIS <b>126.475</b>	MERIDIAN APP CON ★ <b>120.5</b>	KEY TOWER ★ <b>119.8 (CTAF)</b>  <b>257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
------------------------	------------------------------------	---	-------------------------	-------------------------





<b>MERIDIAN NAS</b>	(MC CAIN FLD)	(NMM)(KNMM)	N	11 NE	UTC-6(-5DT)	MEMPHIS H-6J, L-18H DIAP, AD
N32°33.21' W88°33.32'						
316 B TPA—See Remarks	NOTAM FILE NMM		Not insp.			
<b>RWY 01L-19R:</b> H8003X200 (CONC)	PCN 64 R/C/W/T	HIRL	CL			
RWY 01L: ALSF1. OLS. WAVE-OFF.	0.5% up.					
<b>RWY 01R-19L:</b> H7999X200 (CONC)	PCN 68 R/C/W/T	HIRL	CL			
RWY 19L: SSALR. OLS. WAVE-OFF.	0.6% down.					
<b>RWY 10-28:</b> H6402X200 (CONC)	PCN 30 R/C/W/T	HIRL				
RWY 28: OLS. WAVE-OFF.						
<b>ARRESTING GEAR/SYSTEM</b>						
RWY 01L HOOK E28(B) (1750')					HOOK E28(B) (1251') <b>RWY 19R</b>	
RWY 01R HOOK E28(B) (1250')					HOOK E28(B) (1747') <b>RWY 19L</b>	
RWY 10 HOOK E28(B) (1250')					HOOK E28(B) (1251') <b>RWY 28</b>	
<b>MILITARY SERVICE:</b> LGT Portable OLS avbl Rwy 01L, Rwy 01R, Rwy 19L, Rwy 19R and Rwy 28.					<b>JASU 2(NC-8A)</b>	
(GTC-85) 1(NCPP-105) FUEL J8. Exp 1 hr refuel delays.					TRAN ALERT Svc avbl Mon-Thu 1300-0500Z‡, Fri 1300-2300Z‡. Drag chute repack unavbl.	
<b>MILITARY REMARKS:</b> Opr Mon-Thu 1300-0500Z‡, Fri 1300-2300Z‡, CLOSED Sat, Sun and holidays except by NOTAM, hr subject to change in support CTW-1 flt opr. <b>RSTD</b> PPR all acft expect JOSAC Mission ctc Base OPS DSN 637-2470/2505, C601-679-2470/2505. PPR good for +/- 1 hr PPR time. Coord of PPR outside of block time by telephone is rqr or PPR Nr will be cancelled. Arpt subject to no notice closure. PPR civilian acft Official Business. <b>CAUTION</b> Rwy 19L, 19R have 1 percent down gradient first 6000'. Wildlife in vicinity all rwy. Mat and twy south of hangar not visible from twr. Ints student jet training during flt opr hr. <b>TFC PAT</b> Jet break 1400', TPA—(1216)900. Tran acft expect visual apch when WX 2000-3 SM or abv. High altitude apch not normally avbl when Meridian-1 West active. VFR acft ctc Meridian APP within 25 NM. <b>MISC</b> Ramp elev 283'. Expect arr/dep delay during student flying periods. Extensive student jet training.						
<b>COMMUNICATIONS:</b> SFA ATIS 290.525 (Mon-Fri 1300-0500Z‡, clsd holidays).						
<b>⑧ APP CON</b> 119.2 348.7 (E) 120.5 269.6 (S) 120.9 276.4 (W) 379.275 (N) (Mon-Fri 1300-0500Z‡), other times ctc <b>⑧ MEMPHIS CENTER APP CON</b> 125.975 351.7						
<b>MC CAIN TOWER</b> 126.2 340.2 (Rwy 01L, Rwy 19L and Rwy 28) 360.2 (Rwy 01R, Rwy 19R and Rwy 10) (Mon-Thu 1300-0500Z‡, Fri 1300-2300Z‡, clsd Sat, Sun and holidays exc by NOTAM). <b>MC CAIN GND CON</b> 336.4 <b>CINC DEL</b> 301.0						
<b>⑧ DEP CON</b> 124.8 (S) 343.7 (E) (Mon-Fri 1300-0500Z‡), other times ctc <b>⑧ MEMPHIS CENTER DEP CON</b> 125.975 351.7 <b>PMSV METRO</b> 282.525 (Avbl 1200-0300Z‡.) <b>BASE OPS</b> 352.2						
<b>AIRSPACE: CLASS D</b> svc Mon-Thu 1300-0500Z‡, Fri 1300-2300Z‡ clsd Sat, Sun and holidays exc by NOTAM other times CLASS G.						
<b>RADIO AIDS TO NAVIGATION:</b> NOTAM FILE GWO.						
(L) <b>TACAN</b> Chan 56 NMM (111.9) N32°34.70' W88°32.71' 198° 1.6 NM to fld. 309/1E. Opr during flt op hr only.						
TACAN unusable: 010°-085° byd 21 NM blo 3,000'					105°-110°	
ILS 109.7 I-NMM Rwy 19L. GS unusable byd 3° right of course. GS unusable byd 7° left of course.						
<b>ASR/PAR</b>						
<b>COMM/NAV/WEATHER REMARKS:</b> Radar see Terminal FLIP for Radar Minima.						
<b>METCALF</b> N33°25.52' W90°58.93' NOTAM FILE GLH.						MEMPHIS
NDB (MHW) 359 MTQ 354° 3.5 NM to Mid Delta Rgnl.						L-18F
<b>MID DELTA RGNL</b> (See GREENVILLE)						
<b>MONROE CO</b> (See ABERDEEN/AMORY)						
<b>NAKIKI</b> IKT N28°31.25' W88°17.33'						L-21C, GOMC
AWOS-3 118.825						
<b>NATCHEZ</b> N31°37.09' W91°17.98' NOTAM FILE HEZ.						HOUSTON
(L) <b>VOR/DME</b> 110.0 HEZ Chan 37 at Hardy-Anders Flt/Natchez-Adams Co. 280/03E. DME unmonitored. DME portion unusable byd 25 NM blo 3000'.						L-22F
<b>RCO</b> 122.1R 110.0T (GREENWOOD RADIO)						

MERIDIAN, MISSISSIPPI

## HI-ILS OR LOC/DME RWY 19L

LOC I-NMM	APCH CRS	Rwy Idg	7999
<b>109.7</b>	<b>188°</b>	TDZE	<b>316</b>
		Apt Elev	<b>316</b>

JAL-5079 [USN]

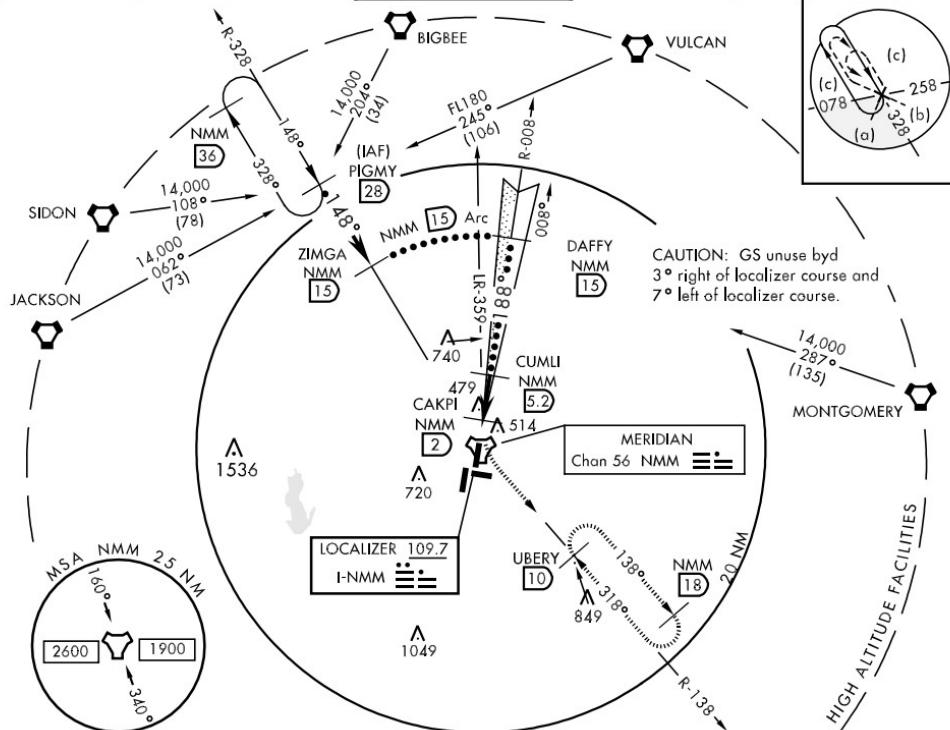
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ \*When ALS inop, increase CAT CDE vis to  $\frac{3}{4}$  mile.  
 ▼ \*\*When ALS inop, increase CAT C vis to 1 mile, CAT DE to  $\frac{1}{4}$  miles.



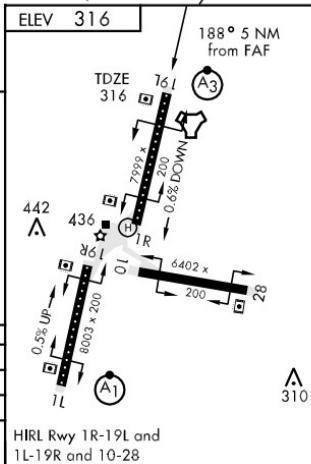
MISSSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

ATIS \*290.525

MERIDIAN APP CON  
120.95 276.4NAVY MC CAIN TOWER ★  
126.2 340.2GND CON  
336.4CLNC DEL  
301.0ASR/  
PAR

EMERG SAFE ALT 100 NM 3500

2000 NMM R-138	UBERY 10	DAFFY R-008	ZIMGA R-328	PIGMY R-328
TACAN	FAXAR 0.7	CUMLI 5.2	188°	14,000
.5	1.3 NM	3.2 NM	4000	6000
960	2000	(15) Arc	4000	6000
CATEGORY	C	D	E	
S-IILS 19L *	516-1/2	200	(200-1/2)	
S-LOC 19L **	700-3/4	384	(400-3/4)	
CIRCLING	820-1 1/2 504 (600-1 1/2)	880-2 564 (600-2)	1060-2 3/4 744 (800-2 3/4)	



MERIDIAN, MISSISSIPPI

32° 33'N -88° 33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10098

HI-ILS or LOC/DME RWY 19L

MERIDIAN, MISSISSIPPI

TACAN NMM Chan 56	APCH CRS 022°	Rwy Idg 8003 TDZE 253 Aptl Elev 316
----------------------	------------------	---

JAL-5079 [USN]

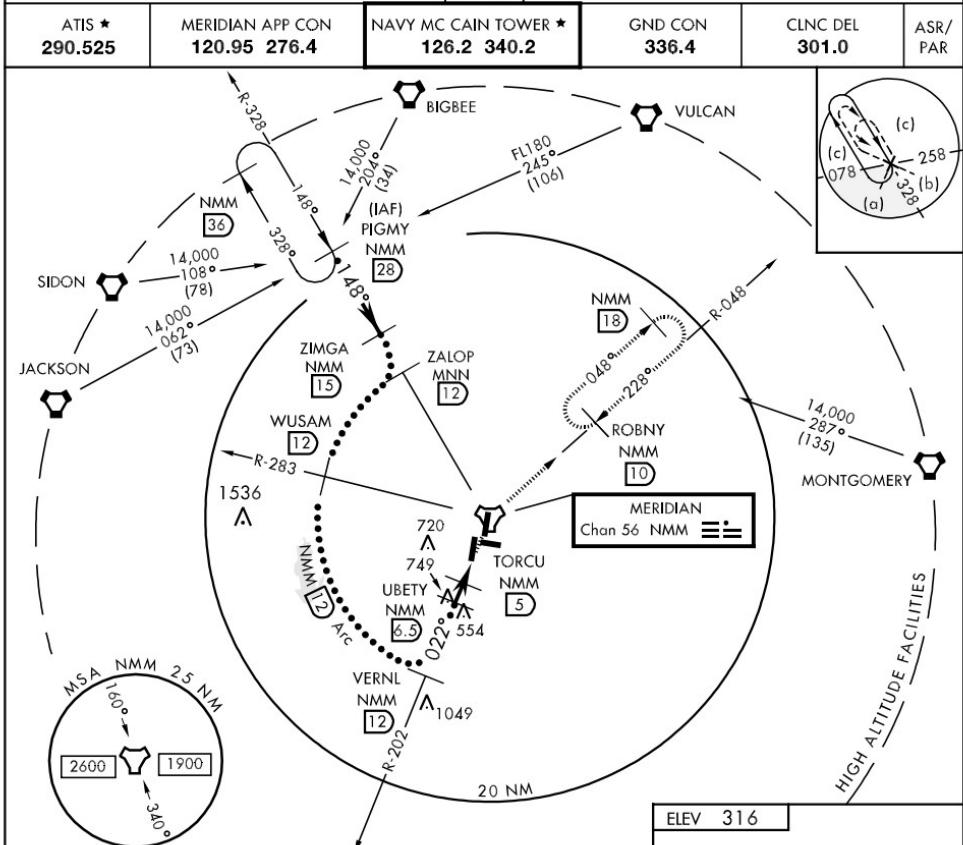
HI-TACAN RWY 1L

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

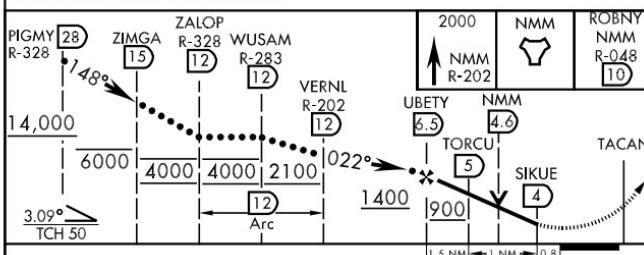
▼ \* When ALS inop, increase CAT C vis to 1 1/2 miles,  
CAT DE to 1 3/4 miles.



MISSIED APPROACH: Climb to 2000 via NMM R-202 to  
NMM TACAN then via R-048 to ROBNY and hold.



EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S- 1L *	780-1 527 (500-1)	780-1 1/4 527 (500-1 1/4)	(500-1 1/4)
CIRCLING	820-1 1/2 504 (600-1 1/2)	880-2 564 (600-2)	1060-2 3/4 744 (800-2 3/4)

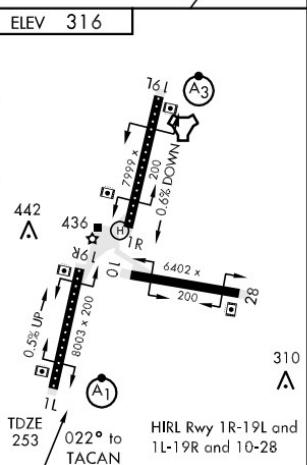
MERIDIAN, MISSISSIPPI

32°33' N -88°33' W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10098

HI-TACAN RWY 1L



MERIDIAN, MISSISSIPPI

## HI-TACAN RWY 19L

TACAN NMM Chan 56	APCH CRS 178°	Rwy Idg 7999 TDZE 316 Arpt Elev 316
----------------------	------------------	---

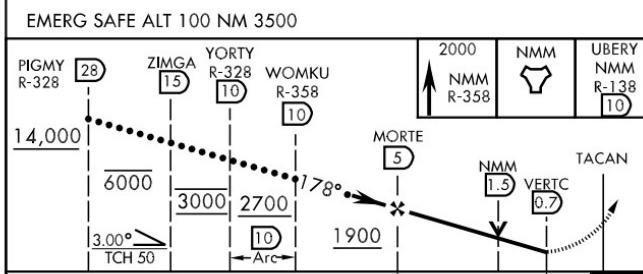
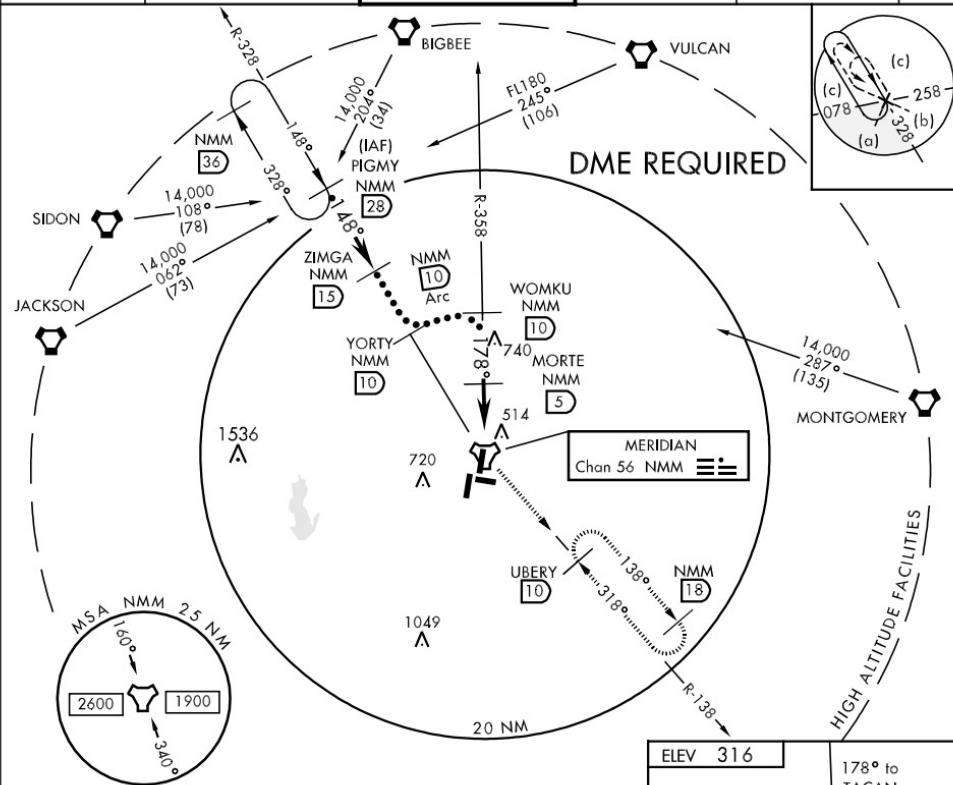
JAL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ \* When ALS inop, increase CAT C vis to 1 1/4 miles,  
CAT D to 1/2 miles, CAT E to 1 1/4 miles.

SSALR  
(A3)MISSSED APPROACH: Climb to 2000 via NMM R-358 to  
TACAN then via R-138 to UBERY and hold.

ATIS ★ 290.525	MERIDIAN APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/ PAR
-------------------	----------------------------------	-------------------------------------	------------------	-------------------	-------------



CATEGORY	C	D	E
S- 19L *	780-3/4 464 (500-3/4)	780-1 464 (500-1)	780-1 1/4 464 (500-1 1/4)
CIRCLING	820-1 1/2 504 (600-1 1/2)	880-2 564 (600-2)	1060-2 3/4 744 (800-2 3/4)

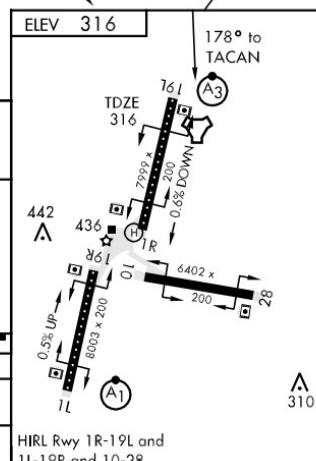
MERIDIAN, MISSISSIPPI

32°33'N -88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 10098

HI-TACAN RWY 19L



SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

LOC I-NMM  
109.7APCH CRS  
188°Rwy Idg 7999  
TDZE 316  
Aptl Elev 316

AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ \* When ALS inop, increase All CAT vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT ABC vis to 1 mile,  
 CAT D to  $1\frac{1}{4}$  miles.

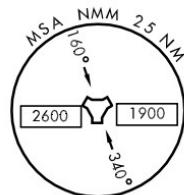
SSALR

(A3)

MISSIED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

ATIS ★  
290.525MERIDIAN APP CON  
120.95 276.4NAVY MC CAIN TOWER ★  
126.2 340.2GND CON  
336.4CLNC DEL  
301.0

ASR/PAR



NMM

[22]

008°

188°

008°

188°

008°

(IAF)

DAFFY

NMM

[15]

740

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

188°

008°

APCH CRS 008°	Rwy Idg 253	8003
TDZE		253
Arpt Elev		316

AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ \* When ALS inop, increase CAT AB vis to 1 mile,  
CAT CD to 1½ miles, CAT E to 1¾ miles.

ALSF-1

MISSIED APPROACH: Climb to 2000 direct ZOOTS  
and hold.ATIS ★  
**290.525**MERIDIAN APP CON  
**120.95 276.4**NAVY MC CAIN TOWER ★  
**126.2 340.2**GND CON  
**336.4**CLNC DEL  
**301.0**

ASR/PAR

DME/DME RNP -0.3 NA.

6 NM

188°

ZOOTS

A 514

BOYDD  
2100  
2110  
(249)

RW01L

580

499

749

TURNL

(FAF)

HERNI

783

534

250

749

WUKAT

A

1049

(IF/IAF)

JOMPA

2000

008°

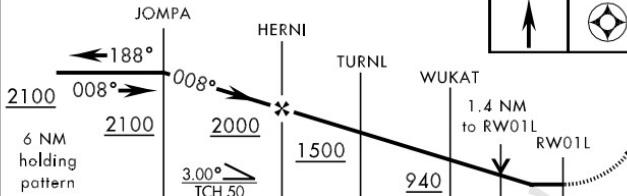
(6)

188°

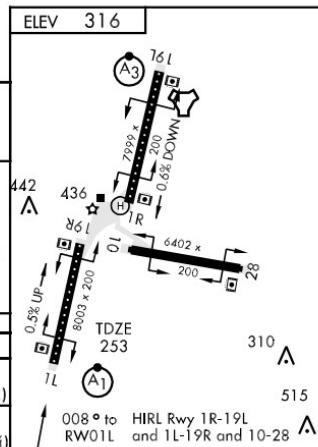
6 NM

MERIDIAN  
MEI2100  
097°  
(10.3)2100  
1049  
(IF/IAF)  
JOMPAKEWANEE  
EWA  
2100  
256°  
(7.6)

EMERG SAFE ALT 100 NM 3500

MSA RW01L 25 NM  
2600

CATEGORY	A	B	C	D	E
LNAV MDA*	760-½	507 (500-½)	760-1	507 (500-1)	760-1¼ 507 (500-1)
CIRCLING	820-1	504 (600-1)	820-1½	880-2	1060-2¾ 504 (600-½)



APCH CRS 188°	Rwy Idg 316	7999
	TDZE	316
	Arpt Elev	316

AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ \* When ALS inop, increase CAT AB vis to 1 mile,  
CAT C to 1½ miles, CAT DE to 1½ miles.  
\*\* When ALS inop, increase All CAT vis to 1¾ miles.

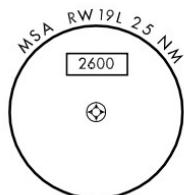
SSALR



MISSIED APPROACH: Climb to 2100 direct JOMPA and hold.

ATIS ★  
**290.525**MERIDIAN APP CON  
**120.95 276.4**NAVY MC CAIN TOWER ★  
**126.2 340.2**GND CON  
**336.4**CLNC DEL  
**301.0**

ASR/PAR



For uncompensated BaroVNAV systems,  
LNAV/VNAV NA below -15°C (4°F) or  
above 41°C (107°F).

DME/DME RNP -0.3 NA.

1544

A

MERIDIAN  
MEI

EMERG SAFE ALT 100 NM 3500

ELEV 316

188° to  
RW19L

761

A3

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

761

**NATCHEZ**

**HARDY-ANDERS FLD NATCHEZ-ADAMS CO** (HEZ) 6 NE UTC-6(-5DT)

N31°36.82' W91°17.84'

272 B S4 FUEL 100LL, JET A Class IV, ARFF Index A. NOTAM FILE HEZ  
**RWY 13-31:** H6500X150 (ASPH-GRVD) S-50, D-78, 2S-100,  
 2D-172 HIRL

**RWY 13:** MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

**RWY 31:** PAPI(P4L)—GA 3.0° TCH 42'. Trees.

**RWY 18-36:** H5000X150 (ASPH) S-83, D-113, 2S-143, 2D-65 MIRL

**RWY 18:** VASI(V2L)—GA 3.0°TCH 37'. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended continuously. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call apt manager 601-442-5171. Deer on and inofv rwy's. ACTIVATE MIRL Rwy 18-36, MALSR Rwy 13, VASI Rwy 18 and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.675 (601) 446-8022 LAWRS.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**NATCHEZ RCO** 122.1R 110.0 (GREENWOOD RADIO)

(R) **HOUSTON CENTER APP/DEP CON** 120.975

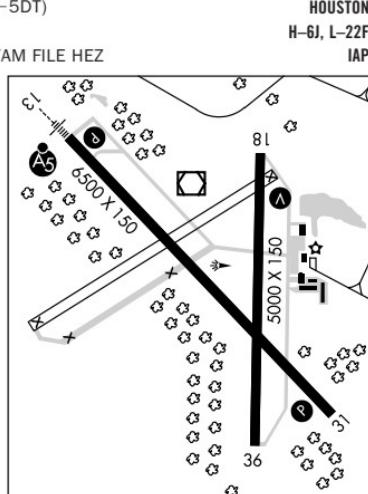
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HEZ.

**NATCHEZ (L) VOR/DME** 110.0 HEZ Chan 37 N31°37.09'

W91°17.98' at fld. 280/03E. DME unmonitored.

**NATCHEZ-ADAMS CO NDB (MHW)** 388 HAH N31°41.41' W91°17.60' 180° 4.6 NM to fld.

**ILS 111.35 I-HEZ** Rwy 13. Class IB. GS unmonitored.



**NATCHEZ-ADAMS CO** N31°41.41' W91°17.60' NOTAM FILE HEZ.

**NDB (MHW) 388 HAH** 180° 4.6 NM to Hardy-Anders Fld Natchez-Adams Co.

HOUSTON

L-22F

**NEW ALBANY-UNION CO** (M72) 3 N UTC-6(-5DT) N34°32.94' W89°01.47'

413 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H3903X75 (ASPH) S-20 MIRL

**RWY 18:** Tree. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hrs, Sat 1400-1800Z‡. Fuel 24 hr credit card svc avbl. MIRL Rwy 18-36 opr dusk-0400Z‡. After 0400Z‡ ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

(R) **MEMPHIS CENTER APP/DEP CON** 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 116° 26.9 NM to fld. 630/03E.

MEMPHIS

L-18G

IAP

**NEWTON**

**JAMES H EASOM FLD** (M23) 1 SE UTC-6(-5DT) N32°18.71' W89°08.15'

369 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 13-31:** H3000X75 (ASPH) S-21 MIRL

**RWY 13:** Trees. **RWY 31:** PVASI(PSL)—GA 7.0° TCH 26'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z‡. For attendant after hrs and emergencies only call 601-416-4981. 24 hr fuel avbl with credit card. Public phone avbl 601-683-2664. ACTIVATE MIRL Rwy 13-31—CTAF. PAPI Rwy 31 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71' W88°48.26' 252° 17.3 NM to fld. 580/05E.  
 HIWAS.

MEMPHIS

L-18G

**OCEAN SPRINGS** (5R2) 3 E UTC-6(-5DT) N30°23.37' W88°45.21'

20 B FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H3500X50 (ASPH) S-10 MIRL

**RWY 18:** Trees.

**AIRPORT REMARKS:** Attended 1500-2300Z‡. Extensive student flight training. Arpt rotating bcn OTS indef. ACTIVATE rotating bcn and lgtd windsock—CTAF. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**SEMMES (H) VORTAC** 115.3 SJI Chan 100 N30°43.56' W88°21.56' 220° 28.7 NM to fld. 190/05E.

NEW ORLEANS

L-21C, 22G



NATCHEZ, MISSISSIPPI

AL-967 (FAA)

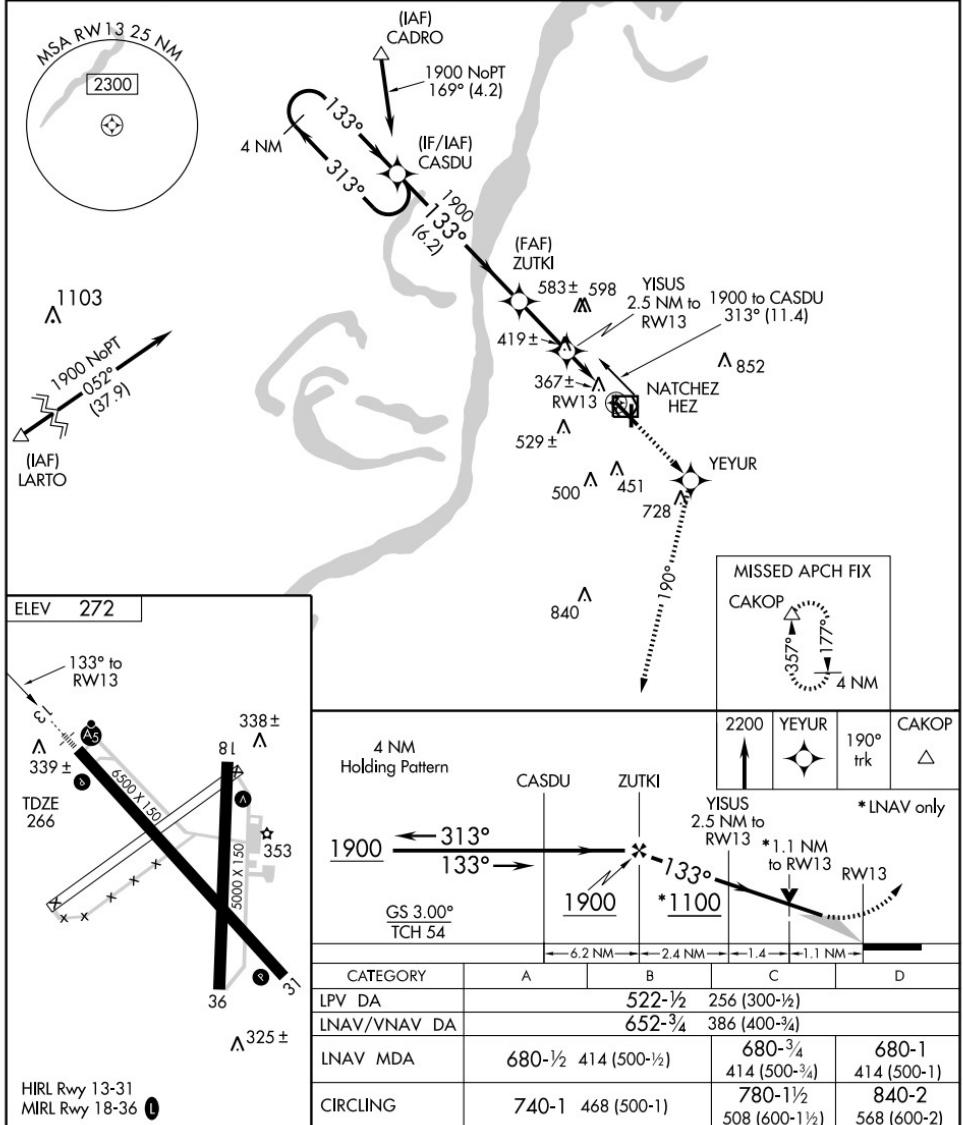
WAAS  
CH 50505  
W13AAPP CRS  
133°Rwy Idg 6500  
TDZE 266  
Apt Elev 272NATCHEZ/  
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

## RNAV (GPS) RWY 13

▼ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F), DME/DME RNP-0.3 NA. BARO VNAV and VDP NA when using Vicksburg Tullulah Rgnl altimeter setting. When local altimeter setting not received, use Vicksburg Rgnl altimeter setting: increase all LPV DAs to 655 and all visibilities to 1 1/4 miles; all LNAV/VNAV DA to 785 and all visibilities to 1 3/4 miles; all MDAs 140 feet and LNAV Cat C visibility to 1 1/2 miles, Cat D to 2 miles and circling Cat C visibility to 1 3/4 miles, Cat D to 2 1/4 miles. Inoperative table does not apply when using Vicksburg Tullulah Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility 1/4 mile.



MISSED APPROACH: Climb to 2200 direct YEYUR and via 190° track to CAKOP and hold.

AWOS-3  
124.675HOUSTON CENTER  
120.975 299.6UNICOM  
122.8 (CTAF) 0

NATCHEZ, MISSISSIPPI

Orig 10154

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

31°37'N - 91°18'W

RNAV (GPS) RWY 13

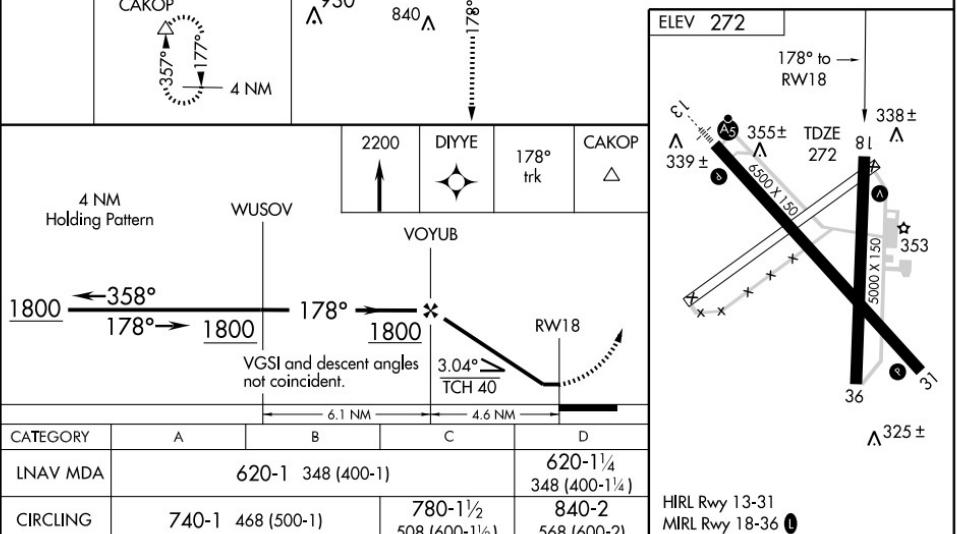
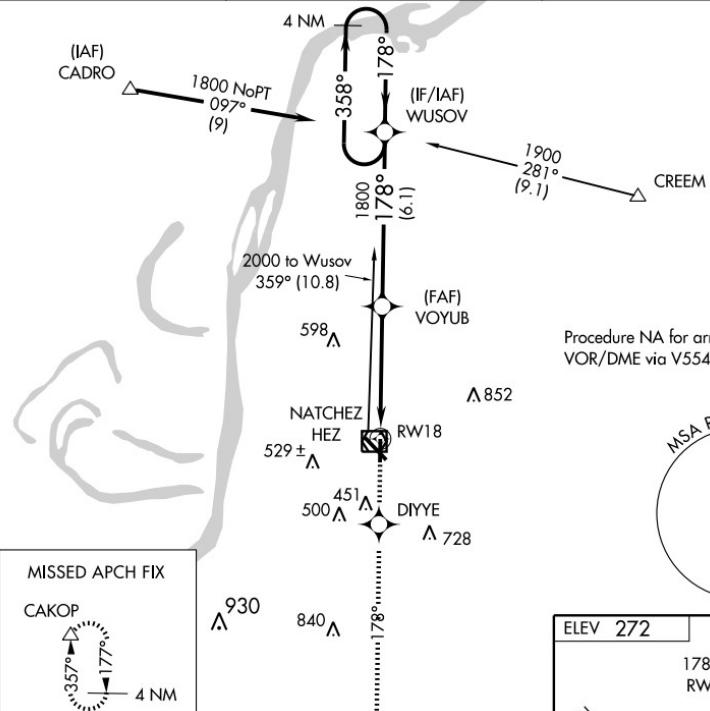
APP CRS <b>178°</b>	Rwy Idg <b>5000</b> TDZE <b>272</b> Apt Elev <b>272</b>
------------------------	---

## NATCHEZ/HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

**RNAV (GPS) RWY 18**

- ▼ When local altimeter setting not received, use Vicksburg/Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase visibility Cat C and D  $\frac{1}{2}$  mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct DIYYE and via 178° track to CAKOP and hold.

AWOS-3  
**124.675**HOUSTON CENTER  
**120.975 299.6**UNICOM  
**122.8 (CTAF)**

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

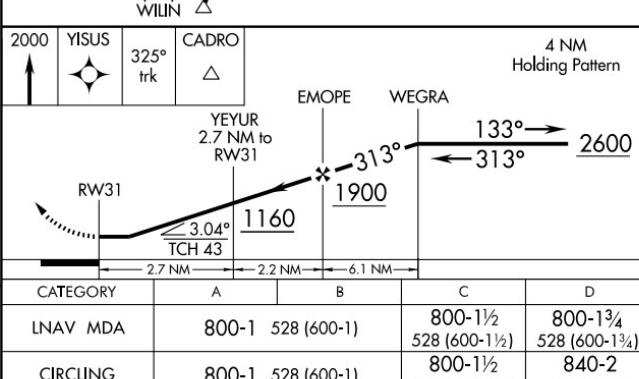
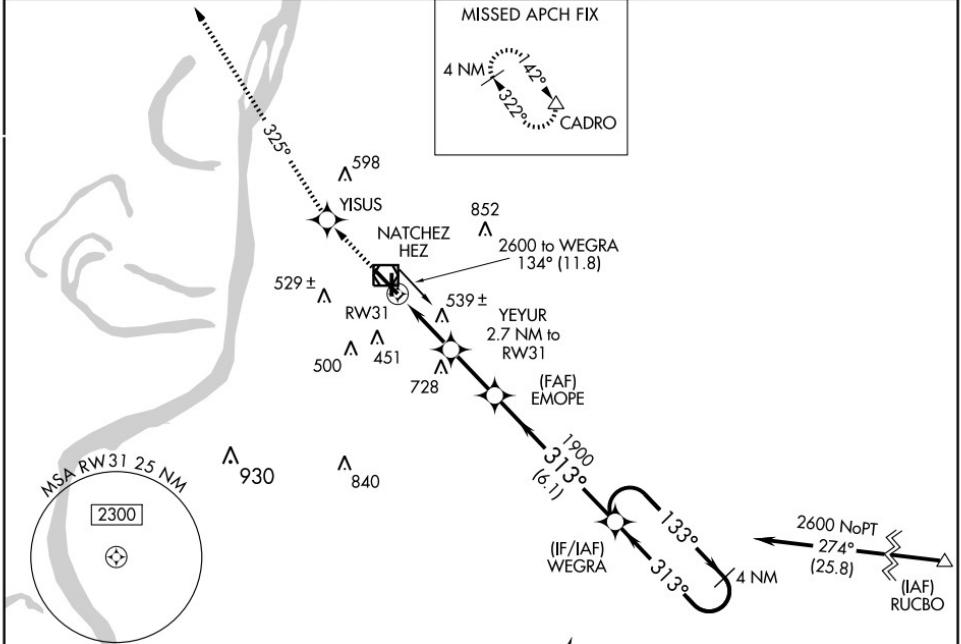
APP CRS	Rwy Idg	6500
313°	TDZE	272
	Apt Elev	272

## RNAV (GPS) RWY 31

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

 <b>DME/DME RNP-0.3 NA.</b> Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet and visibility Cats C and D $\frac{1}{4}$ mile.	<b>MISSIED APPROACH:</b> Climb to 2000 direct YISUS and via 325° track to CADRO and hold.
--	---

AWOS-3 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 
-------------------	---------------------------------	--



NATCHEZ, MISSISSIPPI

Orig 10154

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

31°37'N - 91°18'W

RNAV (GPS) RWY 31

APP CRS	Rwy Idg	5000
005°	TDZE	272
	Apt Elev	272

## NATCHEZ/HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

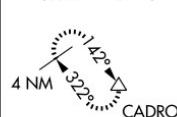
## RNAV (GPS) RWY 36

▼ When local altimeter setting not received, use Vicksburg Tallulah Rgnl clifmeter setting and increase all MDAs 140 feet, and visibility Cat C  $\frac{1}{4}$  mile and Cat D  $\frac{1}{2}$  mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2000 direct AYINU and via 316° track to CADRO and hold.

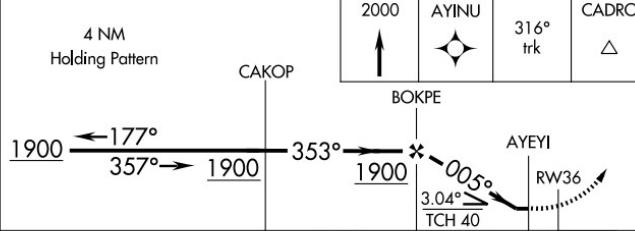
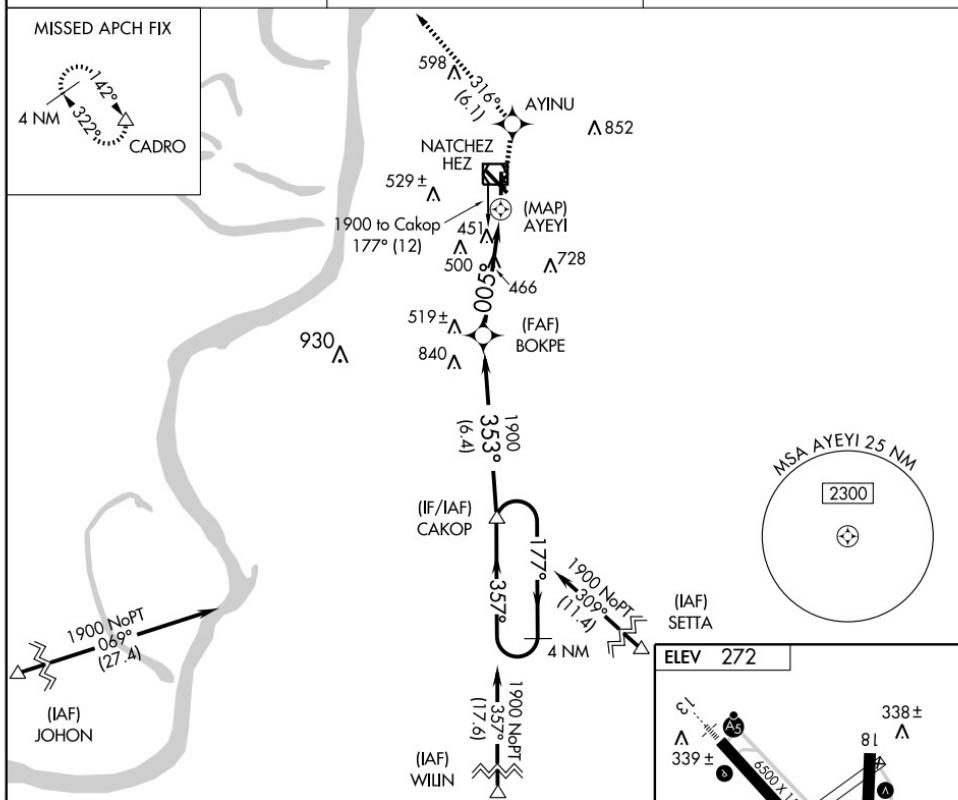
AWOS-3  
124.675HOUSTON CENTER  
120.975 299.6UNICOM  
122.8 (CTAF) 0

MISSSED APCH FIX

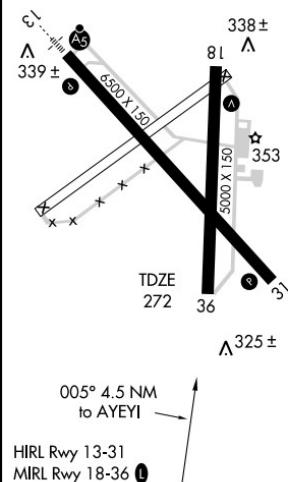


SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
LNAV MDA	780-1 508 (600-1)		780-1½ 508 (600-1½)	
CIRCLING	780-1 508 (600-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)



NATCHEZ, MISSISSIPPI

Orig 10154

NATCHEZ/HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

31°37' N - 91°18' W

RNAV (GPS) RWY 36

VOR/DME HEZ <b>110.0</b> Chan 37	APP CRS <b>124°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>266</b> <b>272</b>
--	------------------------	-----------------------------	---

AL-967 (FAA)

NATCHF7/

HARDY-ADAMS

# VOR/DME RWY 13 ATCHEZ-ADAMS COUNTY (HEZ)

**T** If local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase S-13 Cats A and B visibility to 1 mile, Cat C to 1½ miles, Cat D to 1¾ miles, and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Visibility reduction by helicopters NA. VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase S-13 Cats A and B visibility to 1 mile.

MALSR

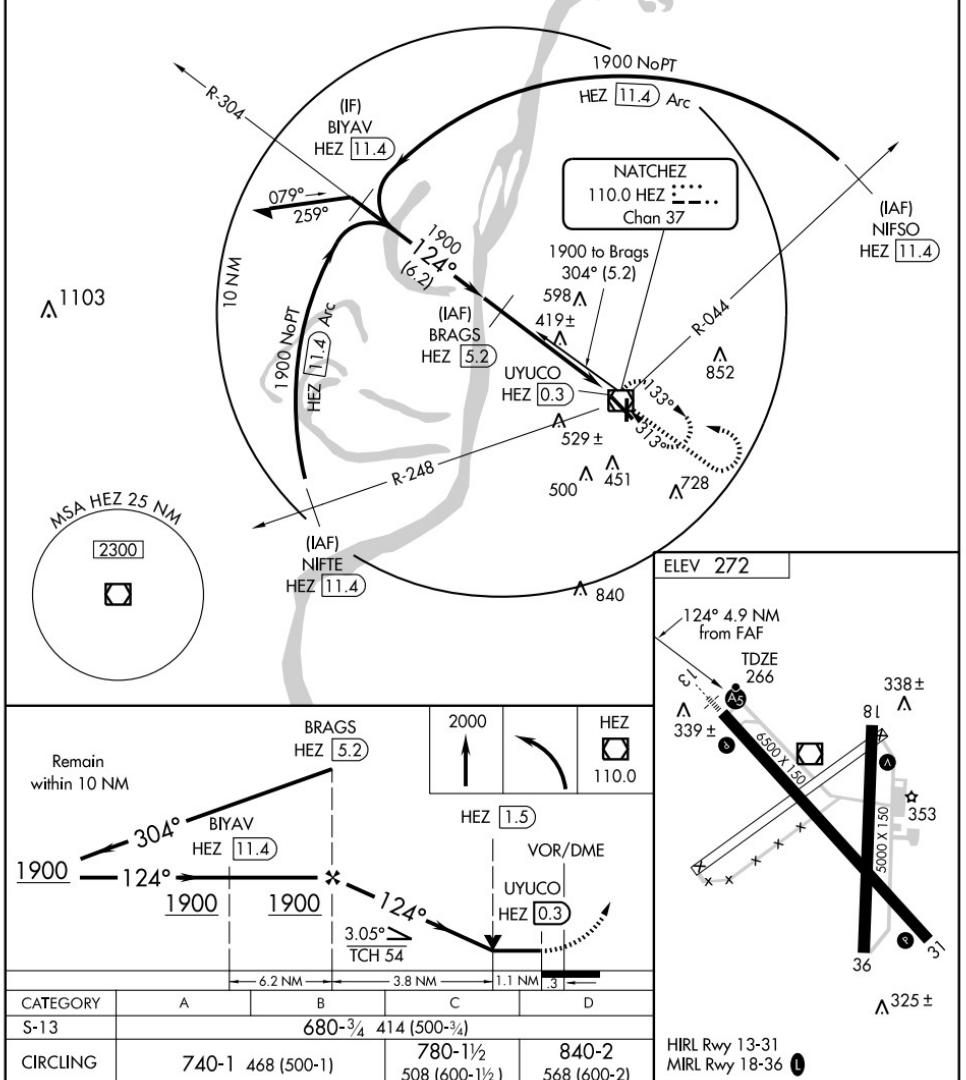


**MISSED APPROACH:** Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3  
124.675

**HOUSTON CENTER  
120-975 299-6**

UNICOM  
122.8 (CTAF) L



NATCHEZ MISSISSIPPI

Amdt 3 10154

NATCHEZ/LIARDY ANDERS FIELD NATCHEZ, ADAMS COUNTY (HEZ)

NATCHIZ/ HARD  
81807(NL 818100M)

HIRL Rwy 13-31  
MIRL Rwy 18-36 L

**VOR/DME RWY 13**

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

VOR/DME HEZ	APP CRS	Rwy Idg	5000
110.0	197°	TDZE	272
Chan 37		Apt Elev	272

--	--	--	--

--	--	--	--

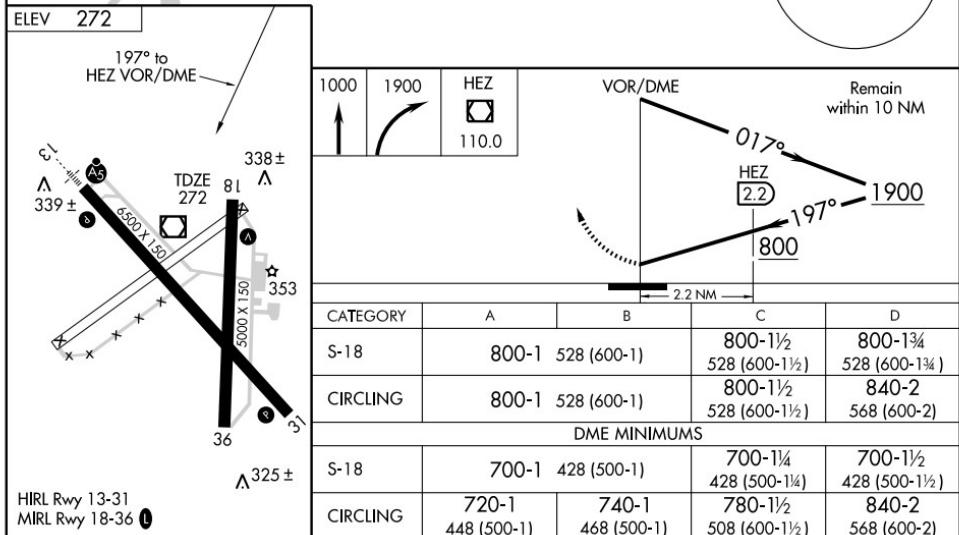
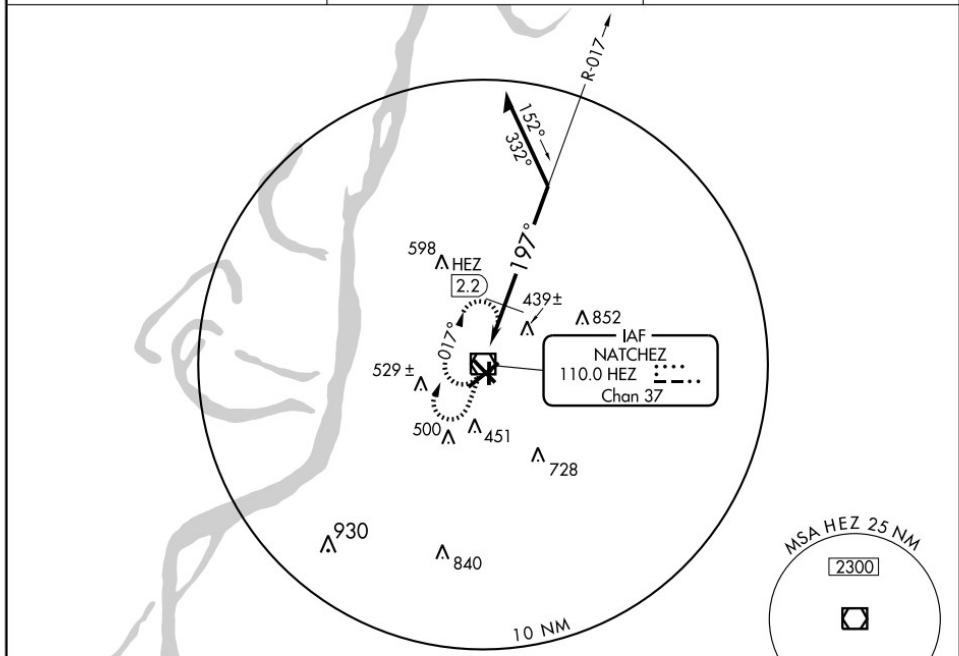
NATCHEZ/  
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

VOR RWY 18



Inoperative table does not apply.

MISSIED APPROACH: Climb to 1000 then climbing right turn to 1900 in HEZ VOR/DME holding pattern.

AWOS-3  
124.675HOUSTON CENTER  
120.975 299.6UNICOM  
122.8 (CTAF) 0

NATCHEZ, MISSISSIPPI

Amdt 10B 10154

NATCHEZ/HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

31°37'N - 91°18'W

VOR RWY 18

**NATCHEZ**

**HARDY-ANDERS FLD NATCHEZ-ADAMS CO** (HEZ) 6 NE UTC-6(-5DT)

N31°36.82' W91°17.84'

272 B S4 FUEL 100LL, JET A Class IV, ARFF Index A. NOTAM FILE HEZ  
**RWY 13-31:** H6500X150 (ASPH-GRVD) S-50, D-78, 2S-100,  
 2D-172 HIRL

**RWY 13:** MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

**RWY 31:** PAPI(P4L)—GA 3.0° TCH 42'. Trees.

**RWY 18-36:** H5000X150 (ASPH) S-83, D-113, 2S-143, 2D-65 MIRL

**RWY 18:** VASI(V2L)—GA 3.0°TCH 37'. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended continuously. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call apt manager 601-442-5171. Deer on and inofv rwy's. ACTIVATE MIRL Rwy 18-36, MALSR Rwy 13, VASI Rwy 18 and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.675 (601) 446-8022 LAWRS.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**NATCHEZ RCO** 122.1R 110.0 (GREENWOOD RADIO)

(R) **HOUSTON CENTER APP/DEP CON** 120.975

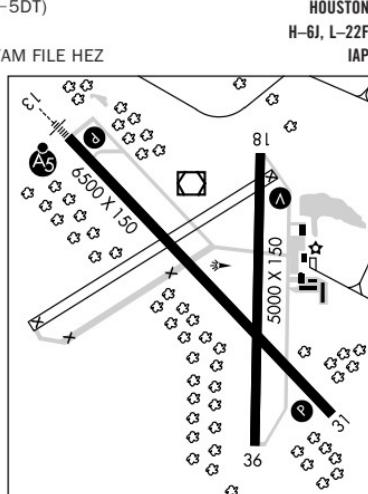
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HEZ.

**NATCHEZ (L) VOR/DME** 110.0 HEZ Chan 37 N31°37.09'

W91°17.98' at fld. 280/03E. DME unmonitored.

**NATCHEZ-ADAMS CO NDB (MHW)** 388 HAH N31°41.41' W91°17.60' 180° 4.6 NM to fld.

**ILS 111.35 I-HEZ** Rwy 13. Class IB. GS unmonitored.



**NATCHEZ-ADAMS CO** N31°41.41' W91°17.60' NOTAM FILE HEZ.

**NDB (MHW) 388 HAH** 180° 4.6 NM to Hardy-Anders Fld Natchez-Adams Co.

HOUSTON

L-22F

**NEW ALBANY-UNION CO** (M72) 3 N UTC-6(-5DT) N34°32.94' W89°01.47'

413 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H3903X75 (ASPH) S-20 MIRL

**RWY 18:** Tree. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hrs, Sat 1400-1800Z‡. Fuel 24 hr credit card svc avbl. MIRL Rwy 18-36 opr dusk-0400Z‡. After 0400Z‡ ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

(R) **MEMPHIS CENTER APP/DEP CON** 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 116° 26.9 NM to fld. 630/03E.

MEMPHIS

L-18G

IAP

**NEWTON**

**JAMES H EASOM FLD** (M23) 1 SE UTC-6(-5DT) N32°18.71' W89°08.15'

369 B S4 FUEL 100LL NOTAM FILE GWO

**RWY 13-31:** H3000X75 (ASPH) S-21 MIRL

**RWY 13:** Trees. **RWY 31:** PVASI(PSL)—GA 7.0° TCH 26'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z‡. For attendant after hrs and emergencies only call 601-416-4981. 24 hr fuel avbl with credit card. Public phone avbl 601-683-2664. ACTIVATE MIRL Rwy 13-31—CTAF. PAPI Rwy 31 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71' W88°48.26' 252° 17.3 NM to fld. 580/05E.  
 HIWAS.

MEMPHIS

L-18G

**OCEAN SPRINGS** (5R2) 3 E UTC-6(-5DT) N30°23.37' W88°45.21'

20 B FUEL 100LL NOTAM FILE GWO

**RWY 18-36:** H3500X50 (ASPH) S-10 MIRL

**RWY 18:** Trees.

**AIRPORT REMARKS:** Attended 1500-2300Z‡. Extensive student flight training. Arpt rotating bcn OTS indef. ACTIVATE rotating bcn and lgtd windsock—CTAF. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**SEMMES (H) VORTAC** 115.3 SJI Chan 100 N30°43.56' W88°21.56' 220° 28.7 NM to fld. 190/05E.

NEW ORLEANS

L-21C, 22G

APP CRS	Rwy Idg	3903
177°	TDZE	413
	Apt Elev	413

# RNAV (GPS) RWY 18

NEW ALBANY-UNION CO (M72)

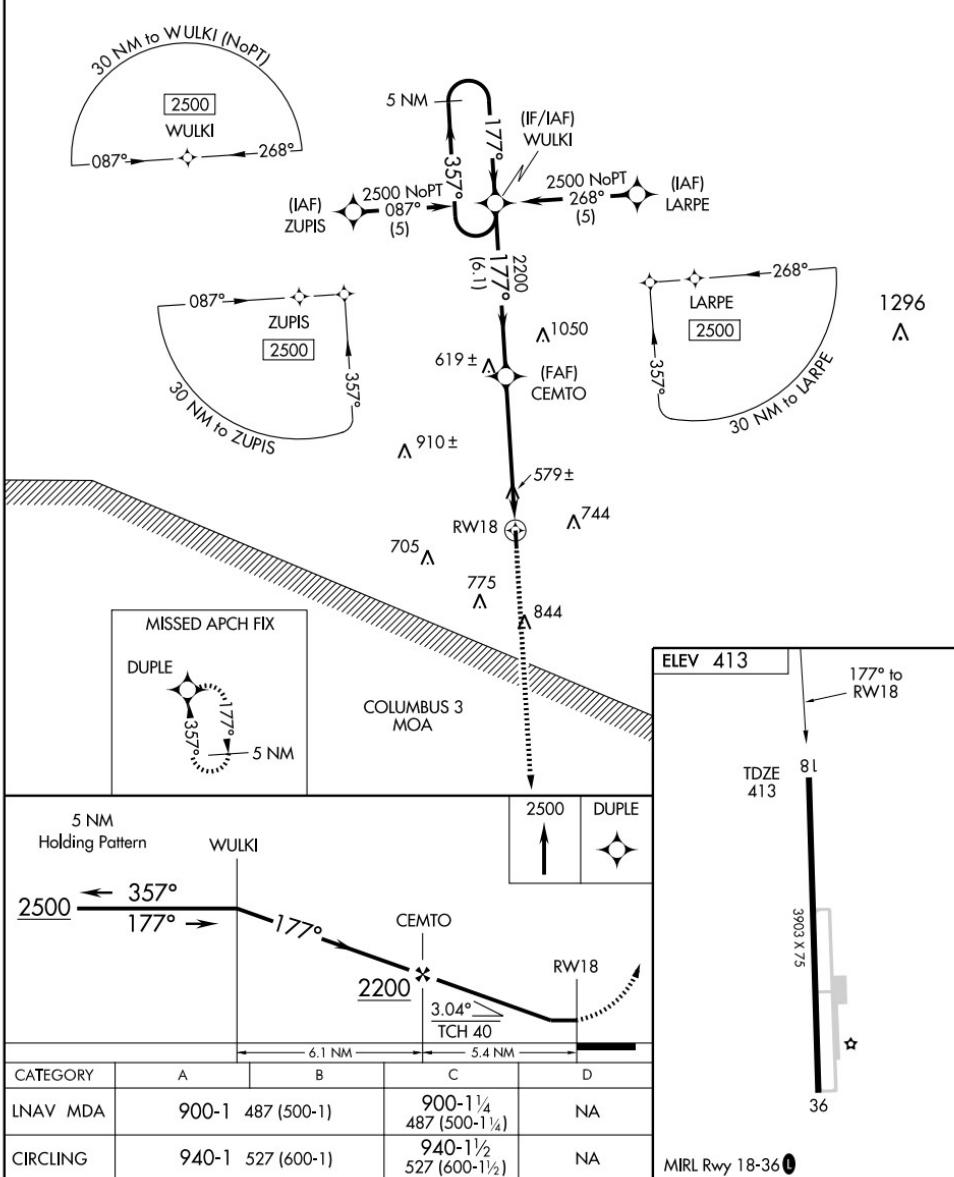
▼ Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSIED APPROACH: Climb to 2500 direct DUPLE and hold.

TUPELO ASOS  
133.525

MEMPHIS CENTER  
135.9 273.55

UNICOM  
122.8 (CTAF)



APP CRS	Rwy Idg	3903
357°	TDZE	413
	Apt Elev	413

# RNAV (GPS) RWY 36

NEW ALBANY-UNION CO (M72)

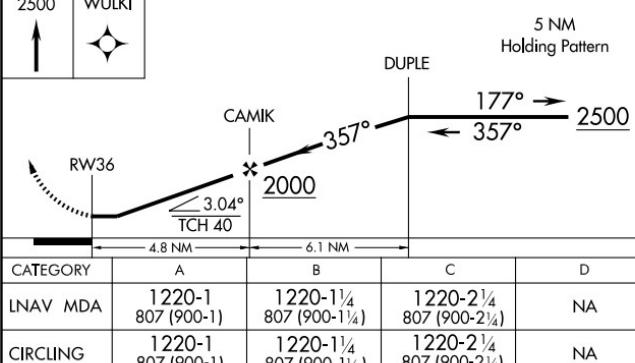
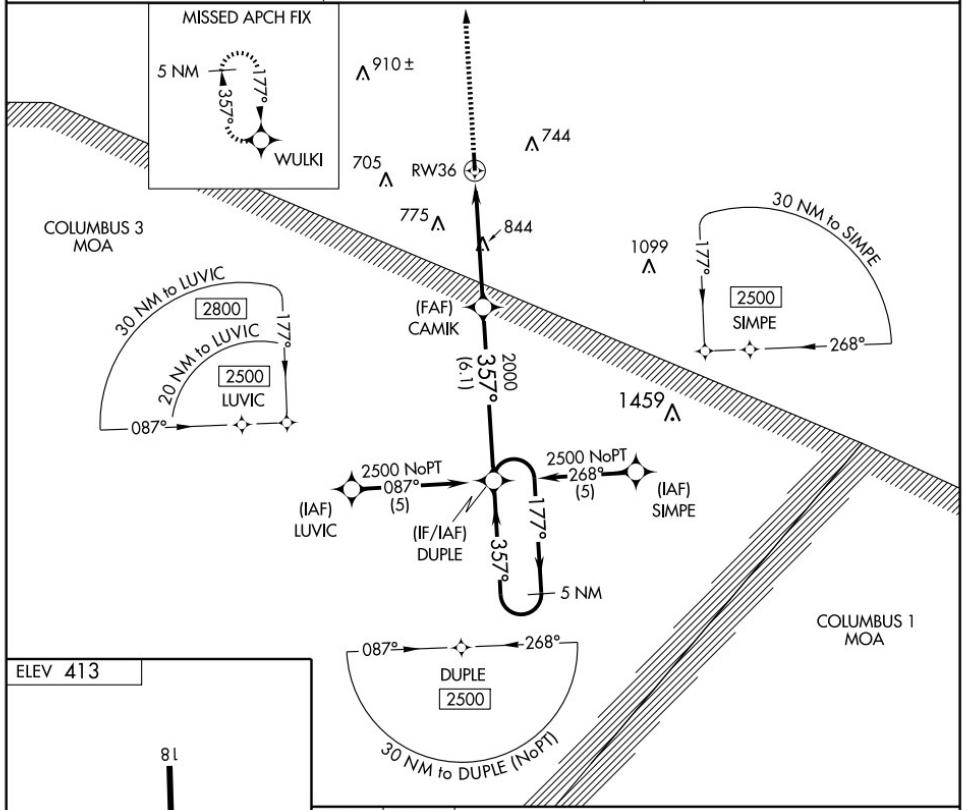
▼ Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲ NA MISSED APPROACH: Climb to 2500 direct WULKI and hold.

TUPELO ASOS  
133.525

MEMPHIS CENTER  
135.9 273.55

UNICOM  
122.8 (CTAF)



**OKOLONA MUNI-RICHARD STOVALL FLD**

(5A4) 2 NE UTC-6(-5DT)

MEMPHIS

L-18G

IAP

N34°00.95' W88°43.57'

335 B NOTAM FILE GWO

**RWY 18-36:** H3200X60 (ASPH) S-12.5 MIRLRWY 18: Tree. **RWY 36:** Trees.**AIRPORT REMARKS:** Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and invof Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF 122.9

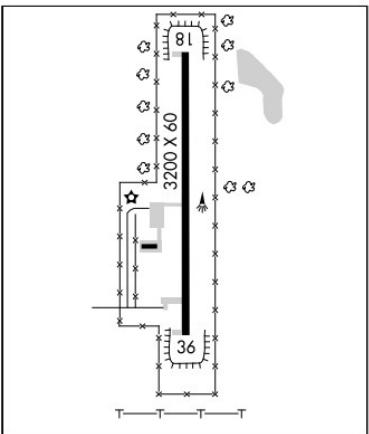
(R) COLUMBUS APP/DEP CON 126.075 (1300-0100Z‡ Mon-Fri, 1600-2300Z‡ Sun, clsd Sat and holidays, other times ctc.)

MEMPHIS CENTER APP/DEP CON 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

TUPELO (L) VOR/DME 109.8 OTB Chan 35 N34°13.43'

W88°47.84' 160° 13 NM to fld. 360/04E.

**OKTIBBEHA** (See STARKVILLE)**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

402 B S4 FUEL 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV

MEMPHIS

H-6J, L-18G

**RWY 18-36:** H6000X100 (ASPH-GRVD) S-50 HIRLRWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. **RWY 36:** VASI(V4L)—GA 3.0° TCH 31'. Tree.**AIRPORT REMARKS:** Attended 1300-0200Z‡. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin aeft only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.**WEATHER DATA SOURCES:** AWOS-3 119.925 (662) 893-5906. LAWRS.**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7

(R) MEMPHIS APP CON 125.8 120.07

(R) MEMPHIS DEP CON 124.15 CLNC DEL 121.3 (When twr clsd)  
TOWER 125.275 (1300-0300Z‡) GND CON 121.2 CLNC DEL 121.2**AIRSPACE:** CLASS D svc 1300-0300Z‡.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.

MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.

ILS/DME 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.

**OXFORD****UNIVERSITY-OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

452 B S1 FUEL JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

MEMPHIS

H-6J, L-18G

**RWY 09-27:** H5600X100 (ASPH) S-38, D-55, 2D-90 MIRL 0.7% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

**AIRPORT REMARKS:** Attended 1300-0000Z‡. For arpt attendant ngt's call 662-234-2036. Deer invof Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA—1252(800), High speed—1652(1200).

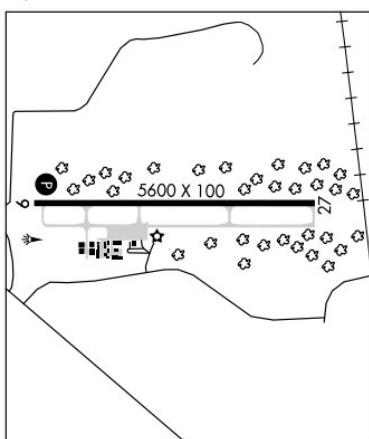
MIRL Rwy 09-27 opr dusk-0400Z‡, after 0400Z‡, ACTIVATE MIRL Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.725 (662) 234-9751.**COMMUNICATIONS:** CTAF/UNICOM 123.0

(R) MEMPHIS CENTER APP/DEP CON 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOOLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 182° 23.2 NM to fld. 630/03E.



TUNNG NDB (LOM) 426 UV N34°23.11' W89°37.56' 089° 4.4 NM to fld.

ILS 111.7 I-UVD Rwy 09. LOM TUNNG NDB. (Loc Only)  
Unmonitored 2300-1400Z‡.

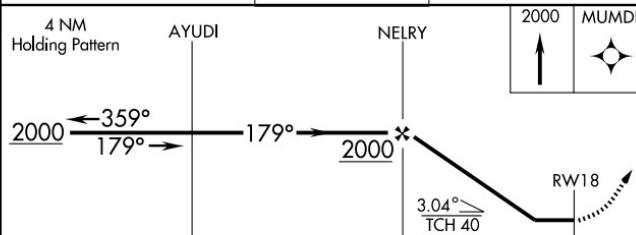
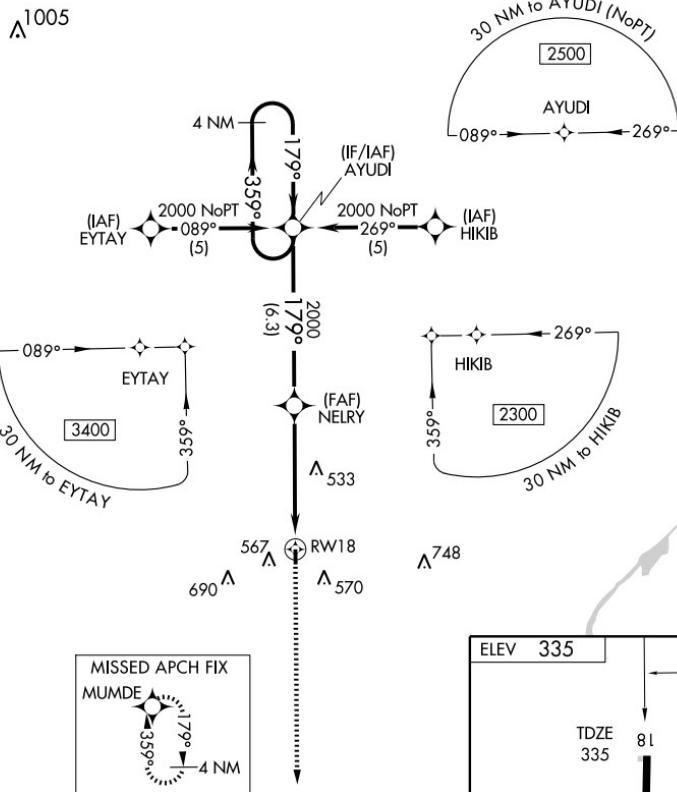
APP CRS 179°	Rwy Idg 3200
	TDZE 335
	Apt Elev 335

**RNAV (GPS) RWY 18**

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
 ▲ NA Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and all Cat C visibility  $\frac{1}{4}$  mile.

MISSSED APPROACH: Climb to 2000 direct MUMDE and hold.

COLUMBUS APP CON ★  
126.075 229.15CTAF  
122.9

CATEGORY	A	B	C	D
LNAV MDA	820-1 485 (500-1)		820-1 1/4 485 (500-1 1/4)	NA
CIRCLING	920-1 585 (600-1)		920-1 1/2 585 (600-1 1/2)	NA

MIRL Rwy 18-36

36

3200 X 60

★

APP CRS 359°	Rwy Idg 3200
	TDZE 335
	Apt Elev 335

**RNAV (GPS) RWY 36**

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

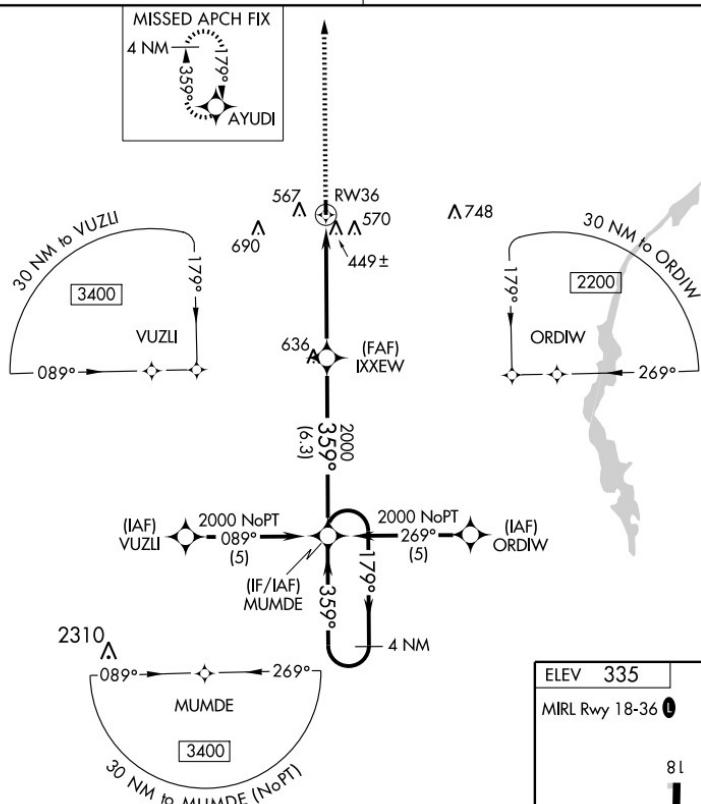
**▼** DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA.

**▲ NA** Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and Circling Cat C visibility  $\frac{1}{4}$  mile.

MISSSED APPROACH: Climb to 2000 direct AYUDI and hold.

COLUMBUS APP CON ★  
**126.075 229.15**

CTAF  
**122.9** ⚡



CATEGORY	A	B	C	D
LNAV MDA	860-1 525 (600-1)		860-1½ 525 (600-1½)	NA
CIRCLING	920-1 585 (600-1)		920-1½ 585 (600-1½)	NA

**OKOLONA MUNI-RICHARD STOVALL FLD**

(5A4) 2 NE UTC-6(-5DT)

MEMPHIS

L-18G

IAP

N34°00.95' W88°43.57'

335 B NOTAM FILE GWO

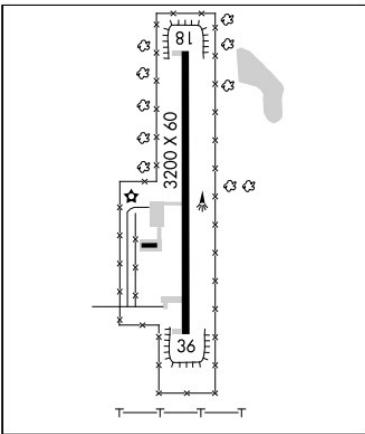
**RWY 18-36:** H3200X60 (ASPH) S-12.5 MIRLRWY 18: Tree. **RWY 36:** Trees.**AIRPORT REMARKS:** Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and invof Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF 122.9

(R) COLUMBUS APP/DEP CON 126.075 (1300-0100Z‡ Mon-Fri, 1600-2300Z‡ Sun, clsd Sat and holidays, other times ctc.)

MEMPHIS CENTER APP/DEP CON 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

TUPELO (L) VOR/DME 109.8 OTB Chan 35 N34°13.43' W88°47.84' 160° 13 NM to fld. 360/04E.

**OKTIBBEHA** (See STARKVILLE)**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

402 B S4 FUEL 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV

MEMPHIS

H-6J, L-18G

**RWY 18-36:** H6000X100 (ASPH-GRVD) S-50 HIRLRWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. **RWY 36:** VASI(V4L)—GA 3.0° TCH 31'. Tree.**AIRPORT REMARKS:** Attended 1300-0200Z‡. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin aeft only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.**WEATHER DATA SOURCES:** AWOS-3 119.925 (662) 893-5906. LAWRS.**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7

(R) MEMPHIS APP CON 125.8 120.07

(R) MEMPHIS DEP CON 124.15 CLNC DEL 121.3 (When twr clsd)  
TOWER 125.275 (1300-0300Z‡) GND CON 121.2 CLNC DEL 121.2**AIRSPACE:** CLASS D svc 1300-0300Z‡.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.  
ILS/DME 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.**OXFORD****UNIVERSITY-OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

452 B S1 FUEL JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

MEMPHIS

H-6J, L-18G

**RWY 09-27:** H5600X100 (ASPH) S-38, D-55, 2D-90 MIRL 0.7% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

**AIRPORT REMARKS:** Attended 1300-0000Z‡. For arpt attendant ngt's call 662-234-2036. Deer invof Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA—1252(800), High speed—1652(1200).

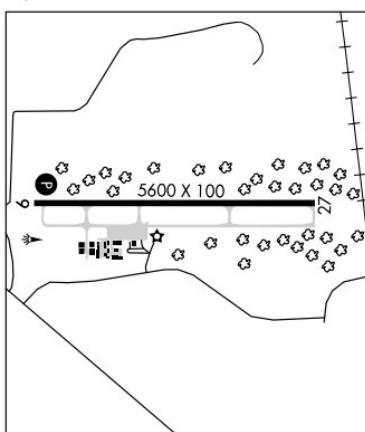
MIRL Rwy 09-27 opr dusk-0400Z‡, after 0400Z‡, ACTIVATE MIRL Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.725 (662) 234-9751.**COMMUNICATIONS:** CTAF/UNICOM 123.0

(R) MEMPHIS CENTER APP/DEP CON 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOOLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 182° 23.2 NM to fld. 630/03E.



TUNNG NDB (LOM) 426 UV N34°23.11' W89°37.56' 089° 4.4 NM to fld.

ILS 111.7 I-UVD Rwy 09. LOM TUNNG NDB. (Loc Only)  
Unmonitored 2300-1400Z‡.

**ILS or LOC RWY 18**  
OLIVE BRANCH (OLV)

LOC/DME I-OLV <u>109.3</u> Chan 30	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	6000 402 402
--	------------------------	-----------------------------	--------------------

**T** When local altimeter setting not received, use Memphis Int'l altimeter setting and increase all DAs/MDAs 40 feet, and circling Cats C and D visibility  $\frac{1}{4}$  mile. For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile. When using Memphis Int'l altimeter setting; for inoperative MALSR, increase S-ILS 18, all Cats and S-LOC 18 Cats A and B visibility  $\frac{1}{4}$  mile. Inoperative table does not apply to S-ILS 18. Visibility reduction by helicopters NA.

MALSR  
A5

**MISSED APPROACH:** Climb to 2500 via heading 179° and HLI R-303 to HLL VORTAC and hold

ATIS  
119 925

MEMPHIS APP CON  
121.0 125.8 338.3

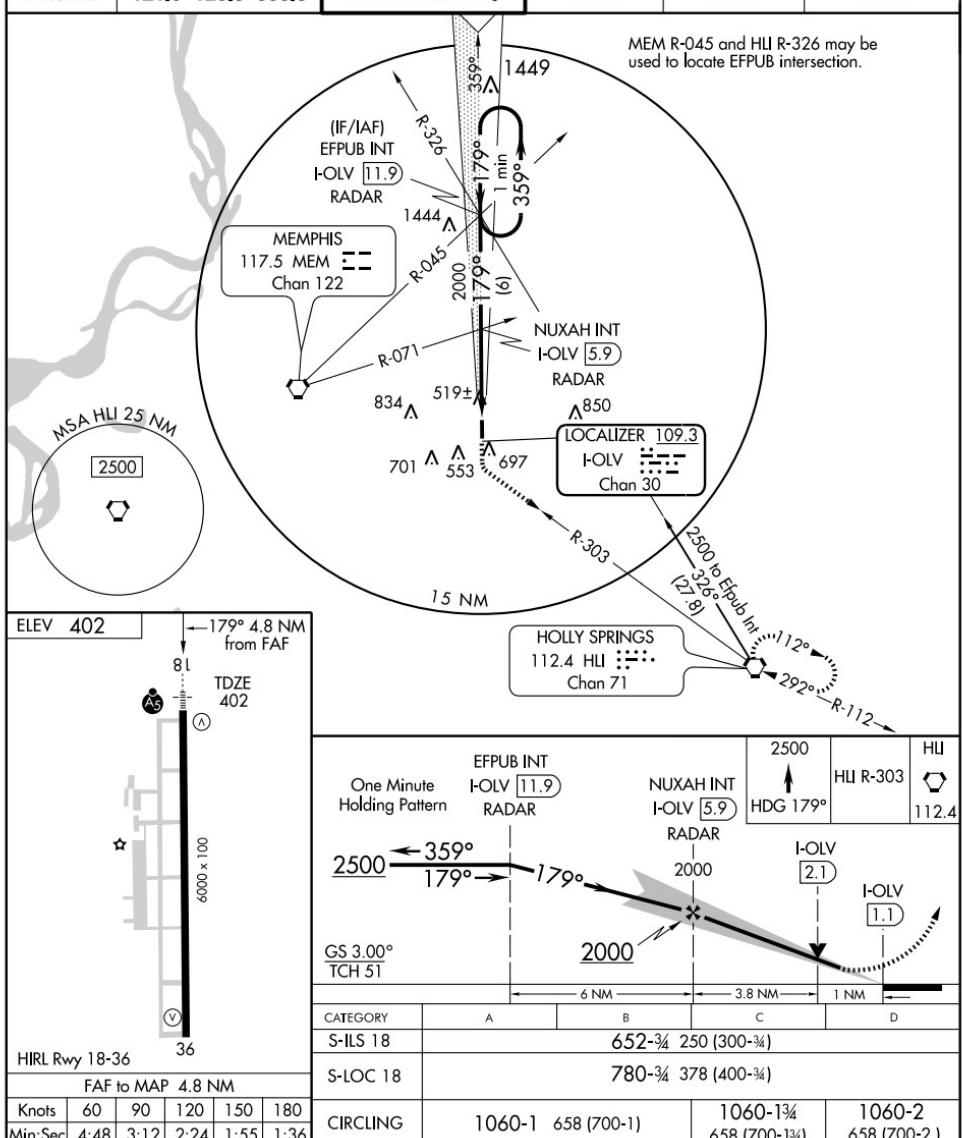
**OLIVE BRANCH TOWER  
125-275 (CTAF) 1**

GND CON  
121-2

CLNC DEL  
121-2

UNICOM  
122.7

MEM R-045 and HLI R-326 may be used to locate EFPUB intersection.



# RNAV (GPS) RWY 18

OLIVE BRANCH (OLV)

WAAS CH 61199 W18A	APP CRS 179°	Rwy Idg 6000 TDZE 402 Apt Elev 402
--------------------------	-----------------	--

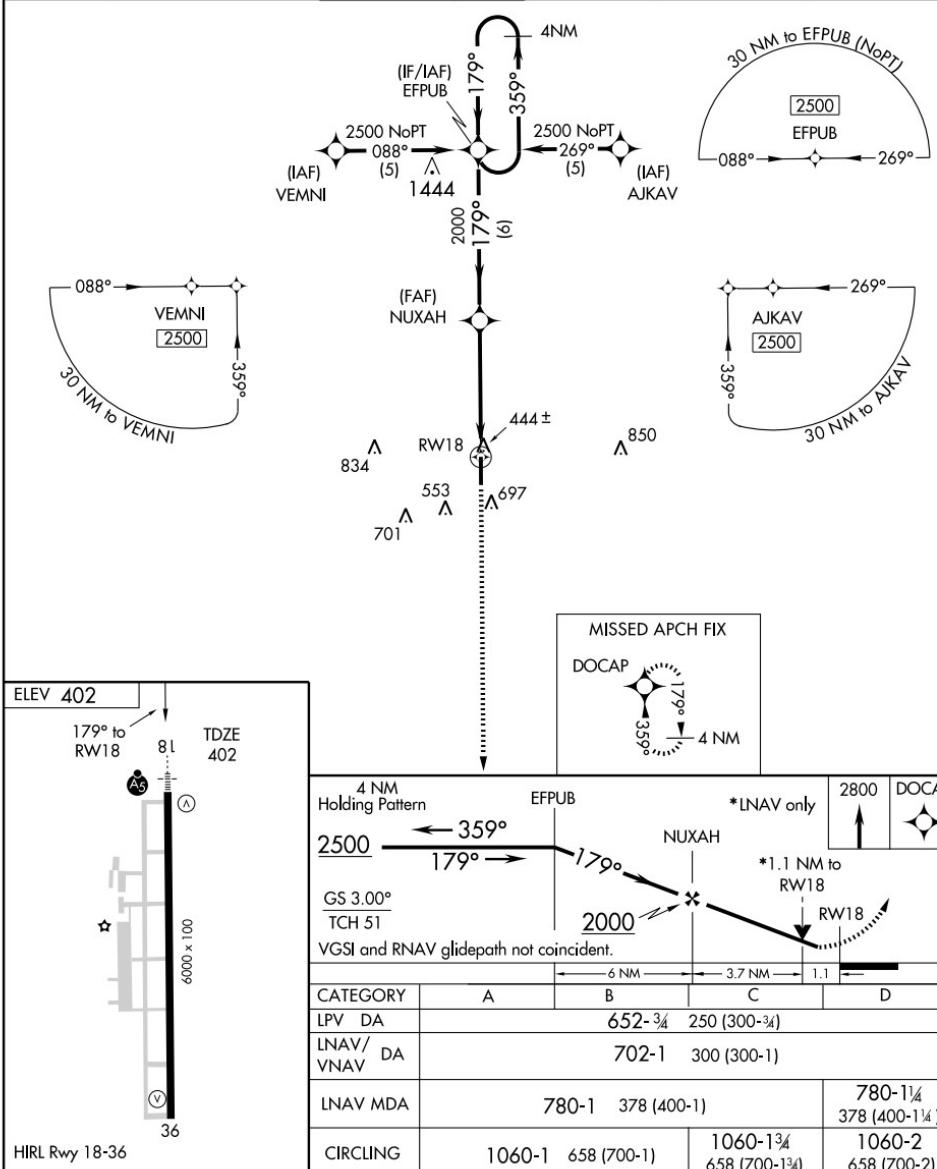
**T** If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet. BARO-VNAV and VDP NA when using Memphis Intl altimeter setting.  
BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.



MISSIED APPROACH: Climb to 2800 direct DOCAP and hold.

ATIS 119.925	MEMPHIS APP CON 121.0 125.8 338.3	OLIVE BRANCH TOWER 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	UNICOM 122.7
-----------------	--------------------------------------	--	------------------	-------------------	-----------------

SC-4, 23 SEP 2010 to 21 OCT 2010



APP CRS 359°	Rwy Idg 6000
	TDZE 401
	Apt Elev 402

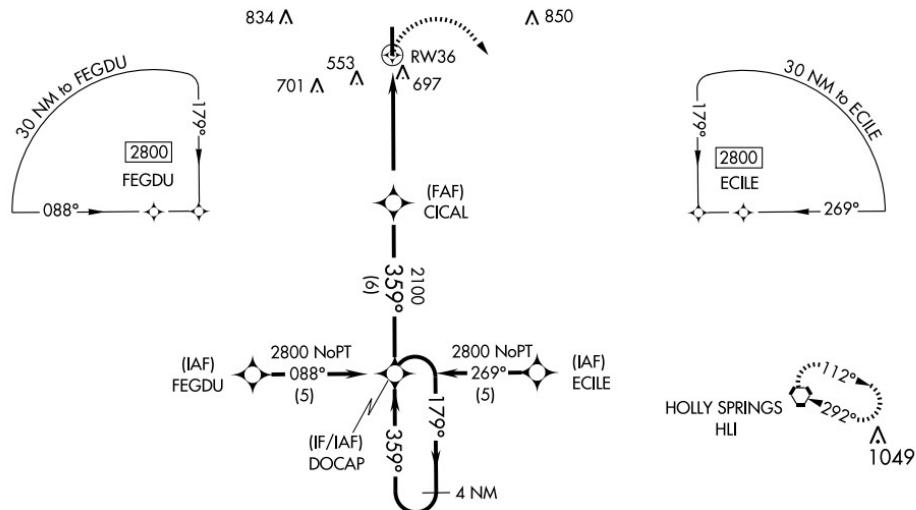
# RNAV (GPS) RWY 36

OLIVE BRANCH (OLV)

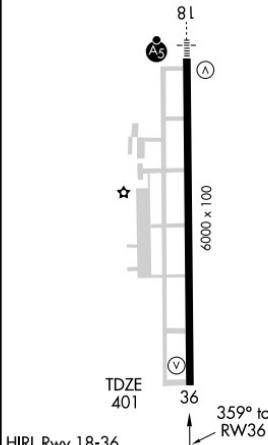
**T** If local altimeter setting not received, use Memphis Int'l altimeter setting and increase all MDAs 40 feet.  
**NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. VDP NA with Memphis Int'l altimeter setting.

MISSIED APPROACH: Climbing right turn to 3000 direct HLI VORTAC and hold.

ATIS 119.925	MEMPHIS APP CON 121.0 125.8 338.3	OLIVE BRANCH TOWER 125.275 (CTAF) <b>0</b>	GND CON 121.2	CLNC DEL 121.2	UNICOM 122.7
-----------------	--------------------------------------	---	------------------	-------------------	-----------------



ELEV 402



OLIVE BRANCH, MISSISSIPPI

Orig 10210

34° 59' N-89° 47' W

OLIVE BRANCH (OLV)

# RNAV (GPS) RWY 36

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

**OKOLONA MUNI-RICHARD STOVALL FLD**

(5A4) 2 NE UTC-6(-5DT)

MEMPHIS

L-18G

IAP

N34°00.95' W88°43.57'

335 B NOTAM FILE GWO

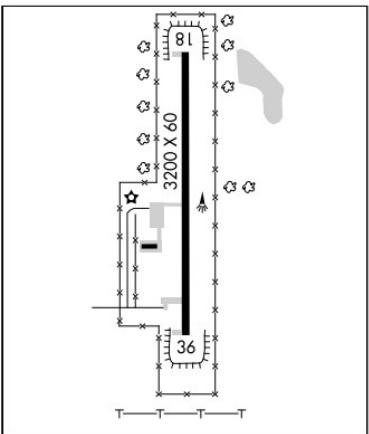
**RWY 18-36:** H3200X60 (ASPH) S-12.5 MIRLRWY 18: Tree. **RWY 36:** Trees.**AIRPORT REMARKS:** Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and invof Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF 122.9

(R) COLUMBUS APP/DEP CON 126.075 (1300-0100Z‡ Mon-Fri, 1600-2300Z‡ Sun, clsd Sat and holidays, other times ctc.)

MEMPHIS CENTER APP/DEP CON 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

TUPELO (L) VOR/DME 109.8 OTB Chan 35 N34°13.43' W88°47.84' 160° 13 NM to fld. 360/04E.

**OKTIBBEHA** (See STARKVILLE)**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

402 B S4 FUEL 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV

MEMPHIS

H-6J, L-18G

**RWY 18-36:** H6000X100 (ASPH-GRVD) S-50 HIRLRWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. **RWY 36:** VASI(V4L)—GA 3.0° TCH 31'. Tree.**AIRPORT REMARKS:** Attended 1300-0200Z‡. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin aeft only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.**WEATHER DATA SOURCES:** AWOS-3 119.925 (662) 893-5906. LAWRS.**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7

(R) MEMPHIS APP CON 125.8 120.07

(R) MEMPHIS DEP CON 124.15 CLNC DEL 121.3 (When twr clsd)  
TOWER 125.275 (1300-0300Z‡) GND CON 121.2 CLNC DEL 121.2**AIRSPACE:** CLASS D svc 1300-0300Z‡.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.MEMPHIS (H) VORTAC 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.  
ILS/DME 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.**OXFORD****UNIVERSITY-OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

452 B S1 FUEL JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

MEMPHIS

H-6J, L-18G

**RWY 09-27:** H5600X100 (ASPH) S-38, D-55, 2D-90 MIRL 0.7% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

**AIRPORT REMARKS:** Attended 1300-0000Z‡. For arpt attendant ngt's call 662-234-2036. Deer invof Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA—1252(800), High speed—1652(1200).

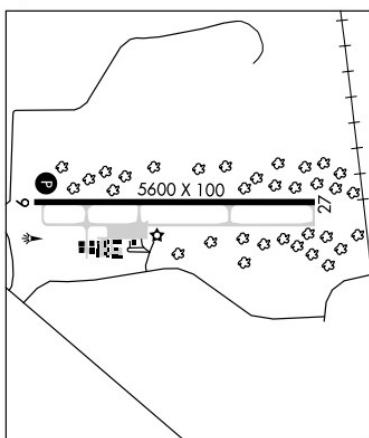
MIRL Rwy 09-27 opr dusk-0400Z‡, after 0400Z‡, ACTIVATE MIRL Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.725 (662) 234-9751.**COMMUNICATIONS:** CTAF/UNICOM 123.0

(R) MEMPHIS CENTER APP/DEP CON 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOOLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 182° 23.2 NM to fld. 630/03E.



TUNNG NDB (LOM) 426 UV N34°23.11' W89°37.56' 089° 4.4 NM to fld.

ILS 111.7 I-UVD Rwy 09. LOM TUNNG NDB. (Loc Only)  
Unmonitored 2300-1400Z‡.

LOC I-UV

APP CRS

Rwy Idg 5600  
TDZE 418  
Apt Elev 452

111.7

090°

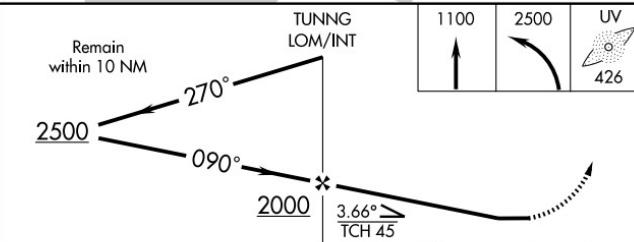
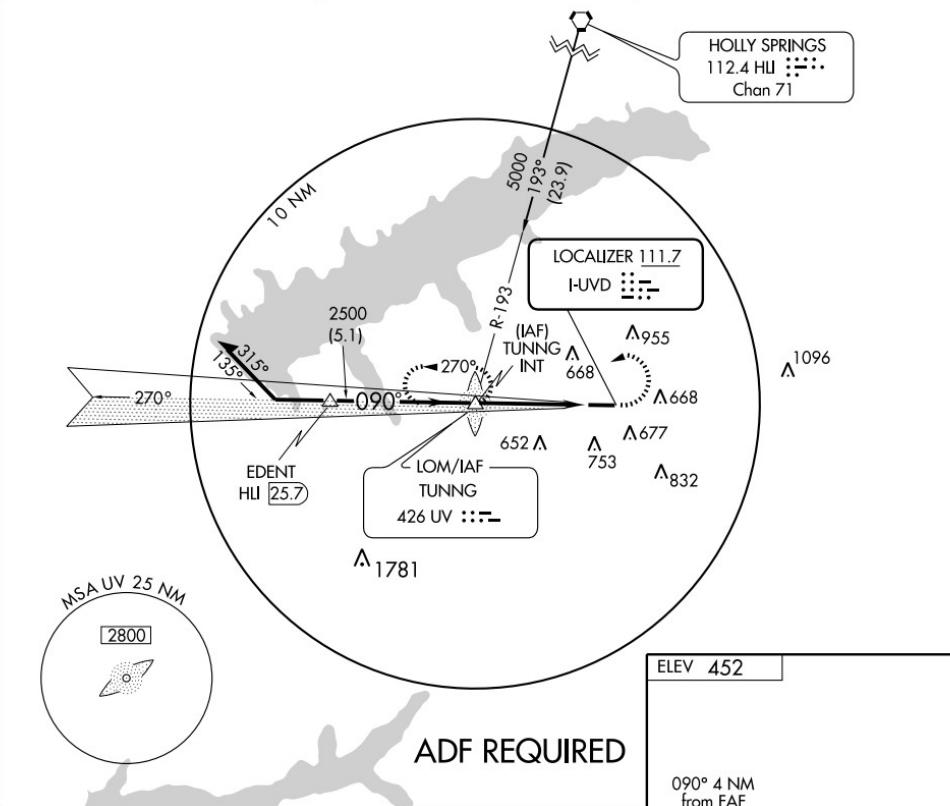
LOC RWY 9

OXFORD/UNIVERSITY-OXFORD (UOX)

**T**  
**A** NA

Visibility reduction by helicopters NA.

MISSIED APPROACH: Climb to 1100 then climbing left turn to 2500 direct TUNNG LOM/Int and hold.

AWOS-3  
132.725MEMPHIS CENTER  
128.5 381.4UNICOM  
123.0 (CTAF) 1MIRL Rwy 9-27 1  
REIL Rwy 27

FAF to MAP 4 NM

CATEGORY	A	B	C	D
S-9	840-1 422 (400-1)		840-1½ 422 (400-1½)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

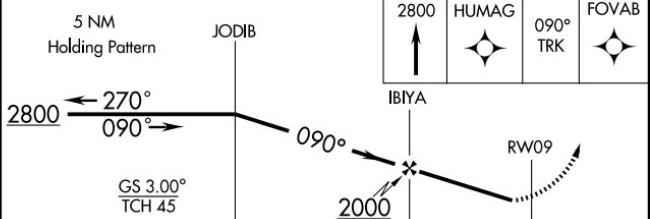
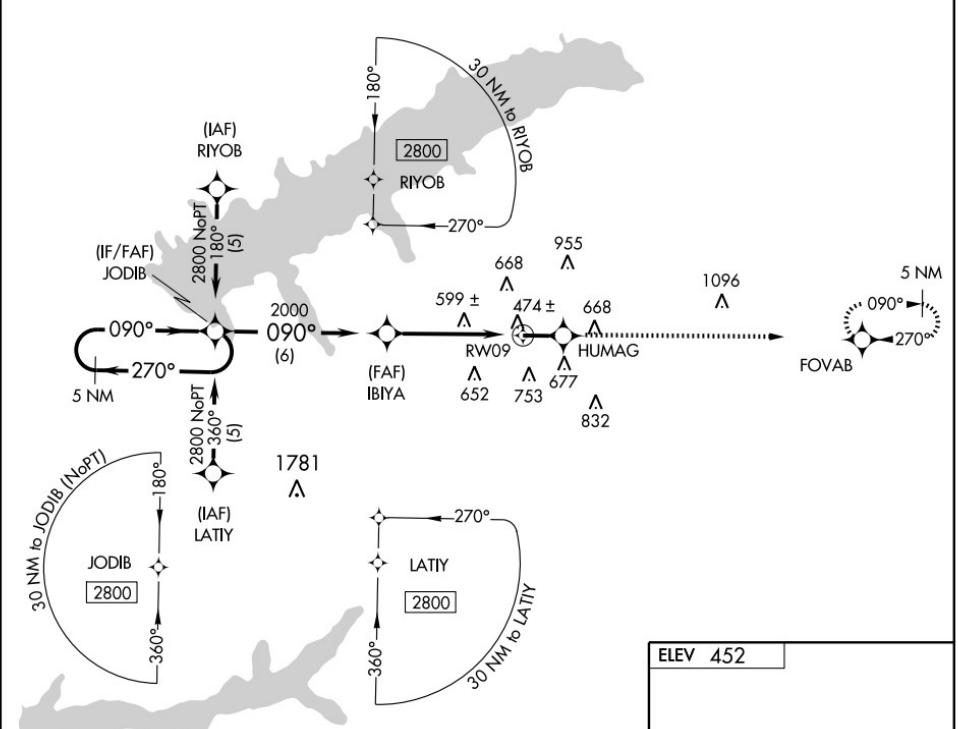
## RNAV (GPS) RWY 9

OXFORD/UNIVERSITY-OXFORD (UOX)

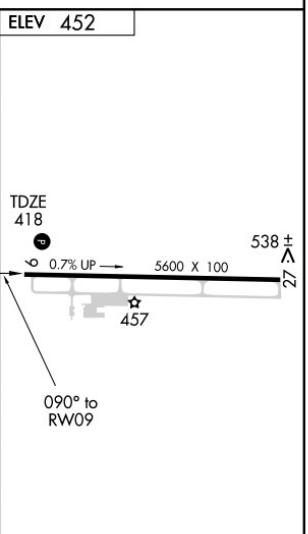
WAAS CH 77800 W09A	APP CRS 090°	Rwy Idg 5600 TDZE 418 Apt Elev 452
--------------------------	-----------------	--

MISSED APPROACH: Climb to 2800 direct HUMAG and via 090° track to FOVAB and hold, continue climb-in-hold to 2800.

▼ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopters NA.

AWOS-3  
132.725MEMPHIS CENTER  
128.5 381.4UNICOM  
123.0 (CTAF) 0

CATEGORY	A	B	C	D
LPV DA	668-1	250 (300-1)		
LNAV/ VNAV DA		876-1 <sup>3/4</sup> 458 (500-1 <sup>3/4</sup> )		
LNAV MDA	920-1 502 (500-1)		920-1 <sup>1/2</sup> 502 (500-1 <sup>1/2</sup> )	
CIRCLING	980-1 528 (600-1)		1060-1 <sup>3/4</sup> 608 (700-1 <sup>3/4</sup> )	1060-2 608 (700-2)



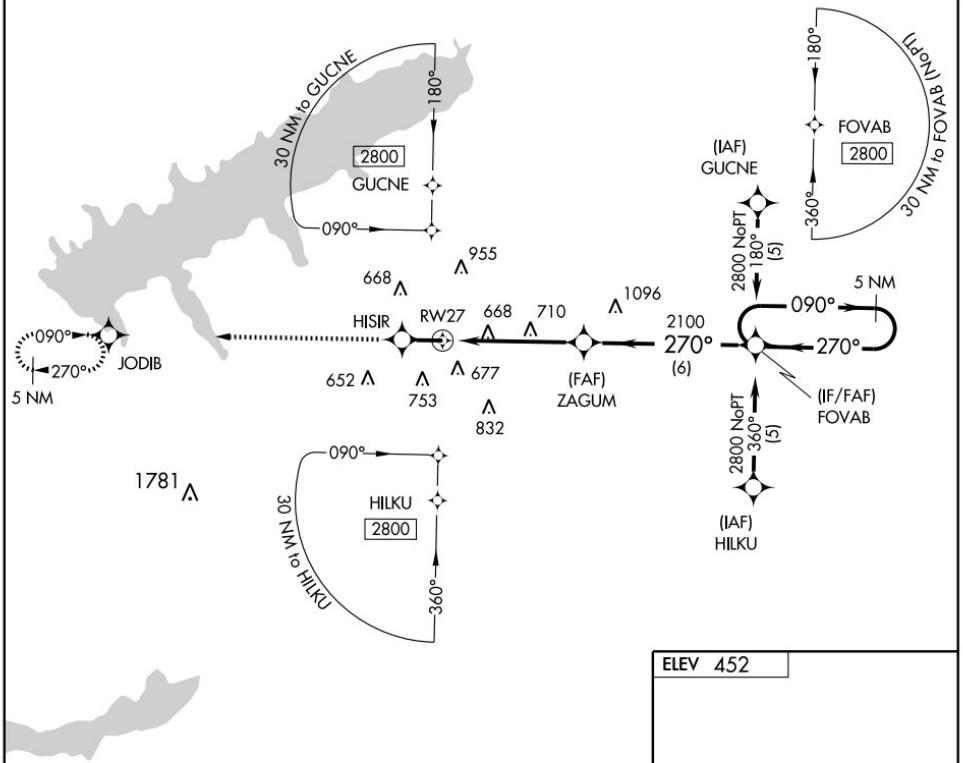
APP CRS 270°	Rwy Idg 5600
	TDZE 452
	Apt Elev 452

# RNAV (GPS) RWY 27

OXFORD/UNIVERSITY-OXFORD (UOX)

**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**NA** If local altimeter setting not received, use Olive Branch altimeter setting and increase all MDAs 100 feet.

MISSIED APPROACH: Climb to 2800 direct HISIR and via 270° track to JODIB and hold.

AWOS-3  
132.725MEMPHIS CENTER  
128.5 381.4UNICOM  
123.0 (CTAF) 0

CATEGORY	A	B	C	D
LNAV MDA	960-1 508 (600-1)		960-1½ 508 (600-1½)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

VORTAC HU 112.4 Chan 71	APP CRS 182°	Rwy Idg TDZE	N/A N/A	Apt Elev 452
-------------------------------	-----------------	-----------------	------------	-----------------

# VOR/DME or GPS-A

OXFORD/UNIVERSITY-OXFORD (UOX)

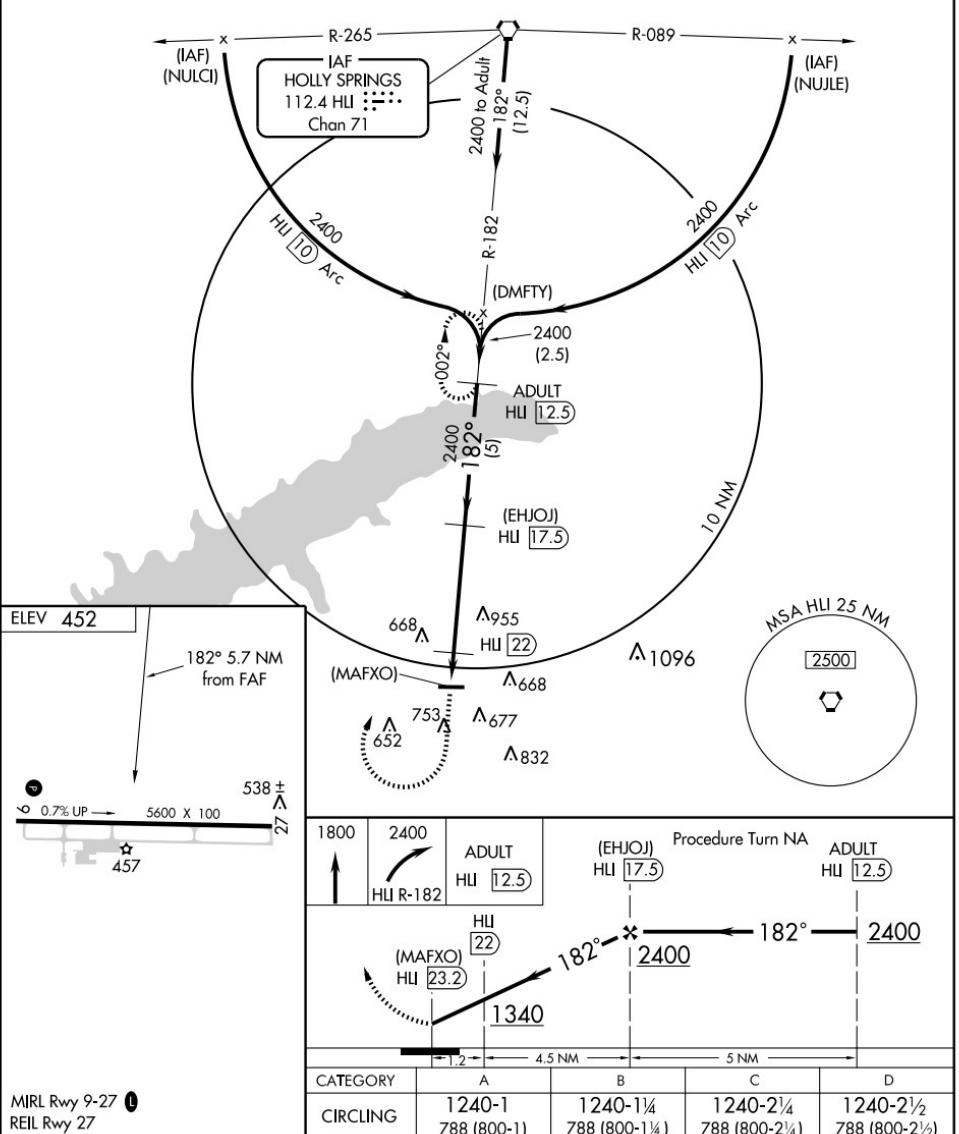
T  
A NA

MISSSED APPROACH: Climb to 1800 then climbing right turn to 2400 via HU R-182 to ADULT 12.5 DME and hold.

AWOS-3  
132,725

MEMPHIS CENTER  
128.5 381.4

UNICOM  
123.0 (CTAF) 



PANOLA CO (See BATESVILLE)

## PASCAGOULA

TRENT LOTT INTL (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR. RWY 35: PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acft opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (228) 474-2836.

**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z‡)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

TOWER 118.575 (Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡) GND CON 121.725

CLNC DEL 121.725

**AIRSPACE:** CLASS D svc Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡, other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

SEMMES (H) VORTACW 115.3 SJI Chan 100 N30°43.56'

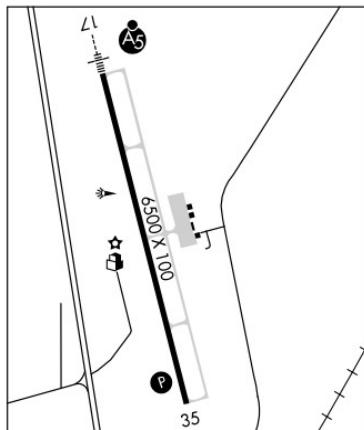
W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3

NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

NEW ORLEANS  
H-7E, 8F, L-21C, 22G, GOMC  
IAP



PAUL PITTMAN MEML (See TYLERTOWN)

PHILADELPHIA MUNI (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sun 1300-2300Z‡. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (601) 663-0040.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

(R) MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 322° 30.0 NM to fld. 580/05E.

HIWAS.

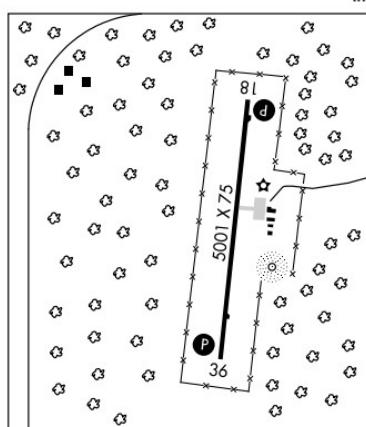
NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM

FILE GWO. NDB unusable byd 15 NM.

MEMPHIS

H-6J, L-18G

IAP



PICAYUNE MUNI (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

NEW ORLEANS

H-7E, 8F, L-21B, 22G

IAP

55 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z‡. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. Rwy 18-36 MIRL OTS indef. All twy lghts OTS indef. Rwy 18 PAPI OTS indef. Rwy 36 PAPI OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (601) 798-4136. AWOS OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

(R) GULFPORT APP/DEP CON 124.6 (1200-0500Z‡)

(R) HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

## ILS or LOC RWY 17

PASCAGOULA/TRENT LOTT INTL (PQL)

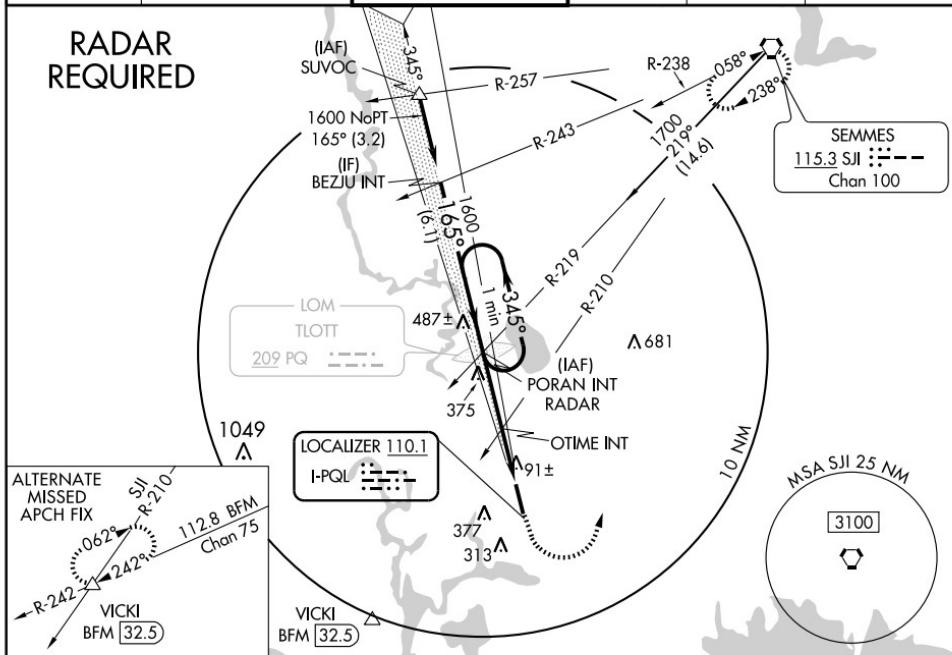
LOC I-PQL <b>110.1</b>	APP CRS <b>165°</b>	Rwy Idg <b>6500</b> TDZE <b>17</b> Apt Elev <b>17</b>
---------------------------	------------------------	--

**V** If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase DA to 292 and all MDAs 80 feet.

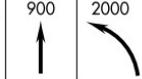
**A** Altimeter setting and increase DA to 292 and all MDAs 80 feet.



MISSSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

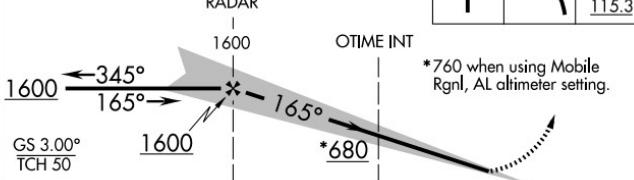
ATIS  
**135.175**MOBILE APP CON \*  
**121.0 307.1**TRENT LOTT TOWER \*  
**118.575 (CTAF) 0**GND CON  
**121.725**CLNC DEL  
**121.725**UNICOM  
**122.8****RADAR REQUIRED**One Minute  
Holding Pattern

VGSI and ILS glidepath not coincident.



ELEV 17

165° 4.8 NM from FAF

\*760 when using Mobile  
Rgnl, AL altimeter setting.

CATEGORY

A

B

C

D

S-ILS 17

217-½ 200 (200-½)

S-LOC 17

680-½ 663 (700-½)

680-1¼

680-1½

CIRCLING

680-1 663 (700-1)

680-1¾

680-2

OTIME FIX MINIMUMS

360-½ 343 (400-½)

360-¾

343 (400-¾)

S-LOC 17

480-1

680-1

680-1¾

680-2

CIRCLING

463 (500-1)

663 (700-1)

663 (700-¾)

663 (700-2)

MIRL Rwy 17-35

L

FAF to MAP 4.8 NM

Knots 60 90 120 150 180

Min:Sec 4:48 3:12 2:24 1:55 1:36

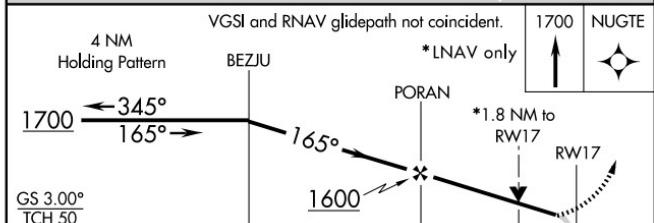
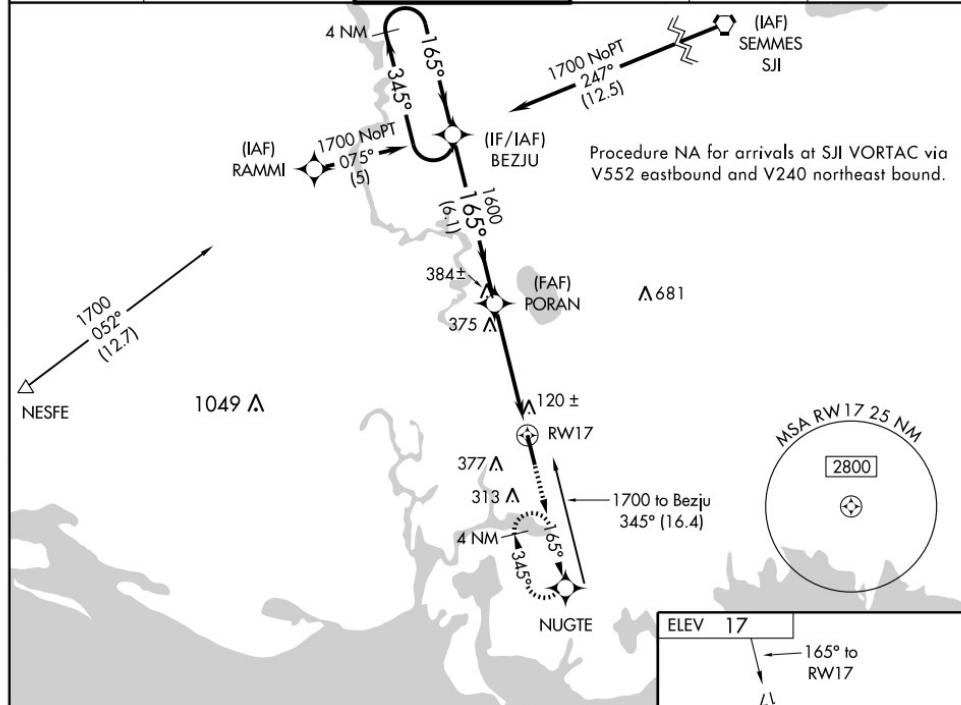
# RNAV (GPS) RWY 17

PASCAGOULA/TRENT LOTT INTL (PQL)

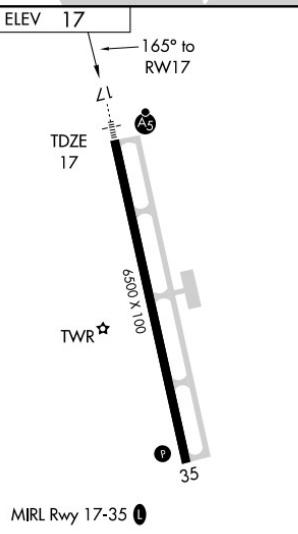
WAAS CH 58204 W17A	APP CRS 165°	Rwy Idg 6500 TDZE 17 Apt Elev 17
--------------------------	-----------------	--

**T** BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**A** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 292, LNAV/VNAV DA to 511, and all MDAs 80 feet. VDP NA when using Mobile Rgnl, AL altimeter setting.

MALSR

MISSSED APPROACH:  
Climb to 1700 direct  
NUGTE and hold.ATIS  
135.175MOBILE APP CON \*  
121.0 307.1TRENT LOTT TOWER \*  
118.575 (CTAF) 0GND CON  
121.725CLNC DEL  
121.725UNICOM  
122.8

CATEGORY	A	B	C	D
LPV DA	217-½	200 (200-½)		
LNAV/ VNAV DA	436-1	419 (500-1)		
LNAV MDA	640-½	623 (700-½)	640-1¼	640-1½
			623 (700-1¼)	623 (700-1½)
CIRCLING	640-1 623 (700-1)	680-1 663 (700-1)	680-1¾ 663 (700-¾)	680-2 663 (700-2)



# RNAV (GPS) RWY 35

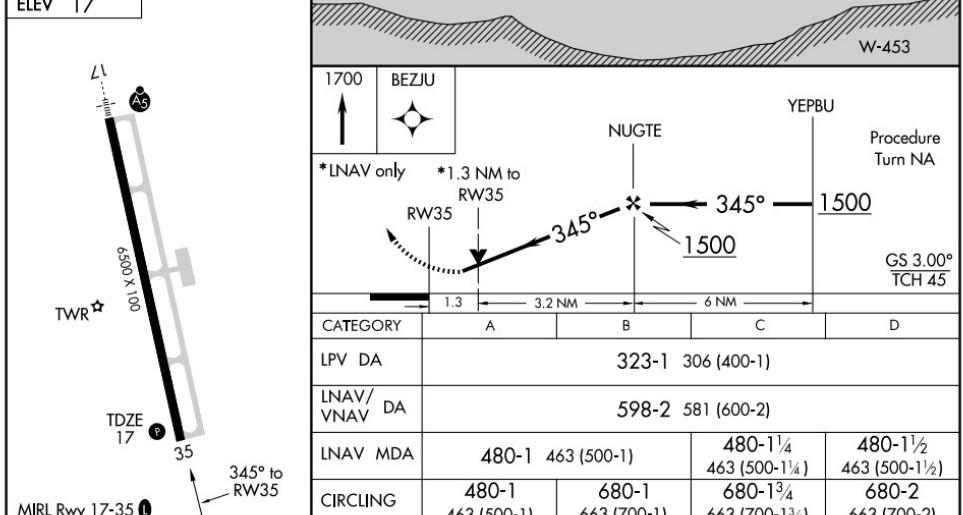
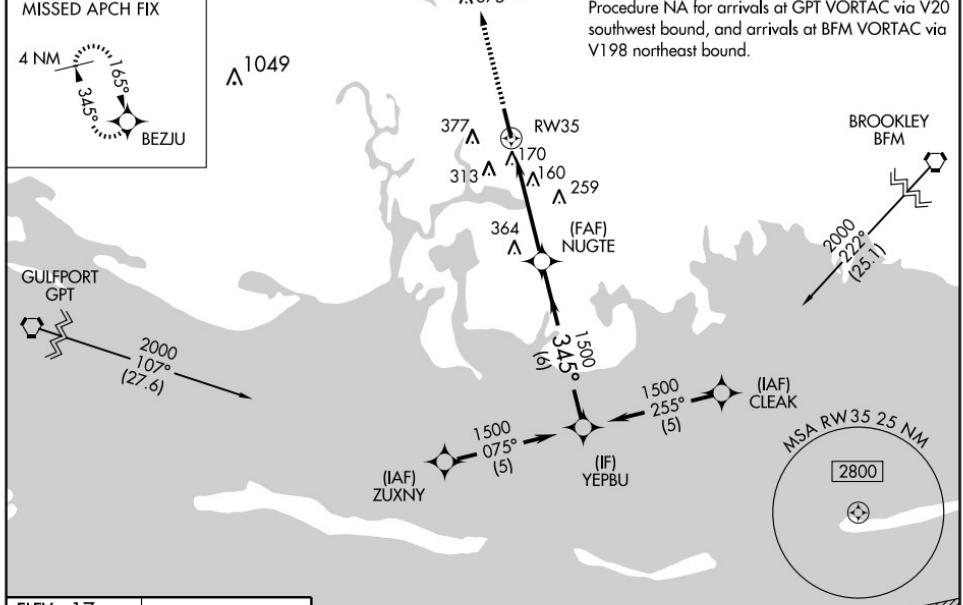
PASCAGOULA/TRENT LOTT INTL (PQL)

WAAS CH 72904 W35A	APP CRS 345°	Rwy Idg 6500 TDZE 17 Apt Elev 17
--------------------------	-----------------	--

**T** BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 398, LNAV/VNAV DA to 673, and all MDAs 80 feet. VDP NA when using Mobile Rgnl altimeter setting.

**MISSIED APPROACH:** Climb to 1700 direct BEZJU and hold.

ATIS 135.175	MOBILE APP CON * 121.0 307.1	TRENT LOTT TOWER * 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
-----------------	---------------------------------	--	--------------------	---------------------	-----------------





PANOLA CO (See BATESVILLE)

## PASCAGOULA

TRENT LOTT INTL (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR. RWY 35: PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acft opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (228) 474-2836.

**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z‡)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

TOWER 118.575 (Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡) GND CON 121.725

CLNC DEL 121.725

**AIRSPACE:** CLASS D svc Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡, other times CLASS G.

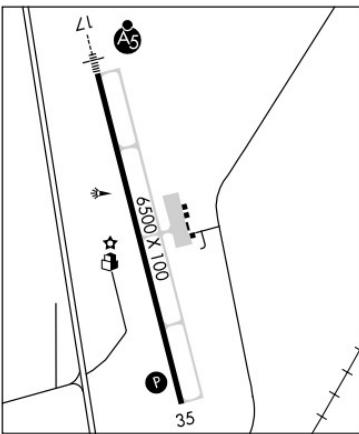
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

SEMMES (H) VORTACW 115.3 SJI Chan 100 N30°43.56'  
W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3  
NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

NEW ORLEANS  
H-7E, 8F, L-21C, 22G, GOMC  
IAP



PAUL PITTMAN MEML (See TYLERTOWN)

PHILADELPHIA MUNI (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sun 1300-2300Z‡. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (601) 663-0040.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

(R) MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'  
W88°48.26' 322° 30.0 NM to fld. 580/05E.

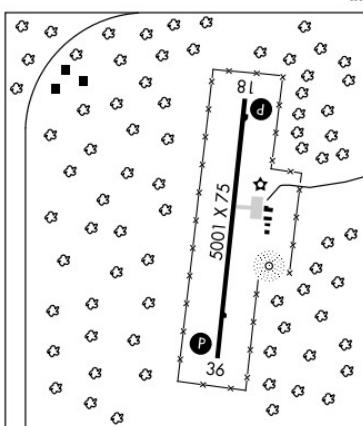
HIWAS.

NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM FILE GWO. NDB unusable byd 15 NM.

MEMPHIS

H-6J, L-18G

IAP



PICAYUNE MUNI (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

NEW ORLEANS

H-7E, 8F, L-21B, 22G

IAP

55 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z‡. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. Rwy 18-36 MIRL OTS indef. All twy lghts OTS indef. Rwy 18 PAPI OTS indef. Rwy 36 PAPI OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (601) 798-4136. AWOS OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

(R) GULFPORT APP/DEP CON 124.6 (1200-0500Z‡)

(R) HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

NDB MPE  
219APP CRS  
180°Rwy Idg 5001  
TDZE 454  
Apt Elev 458

## NDB RWY 18

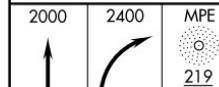
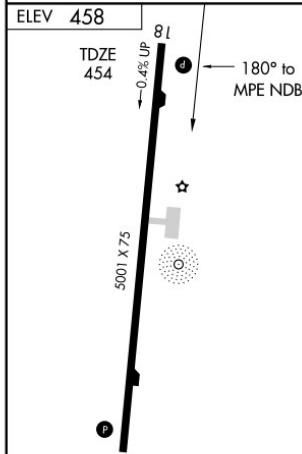
PHILADELPHIA MUNI (MPE)

- ▼ When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-18 and circling Cat B visibility  $\frac{1}{4}$  mile, Cat C visibility  $\frac{1}{2}$  mile.
- ▲ NA Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

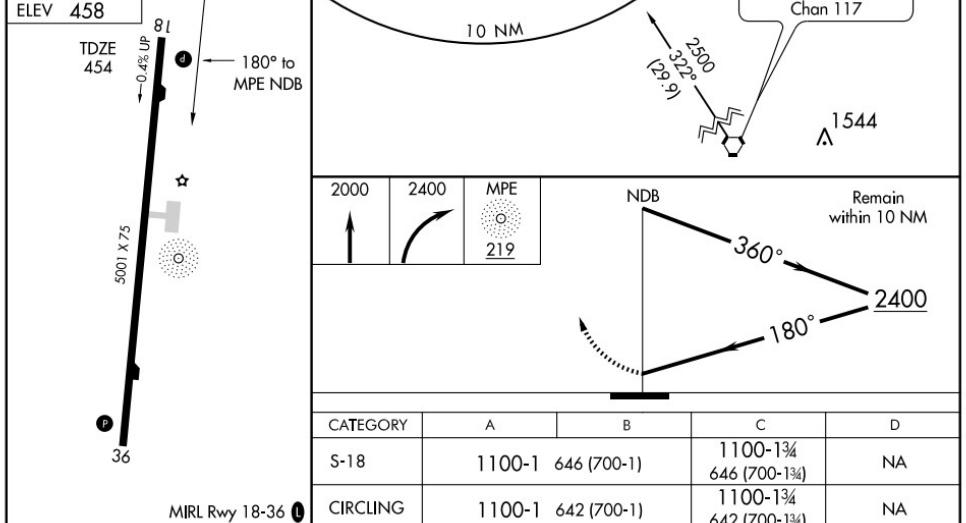
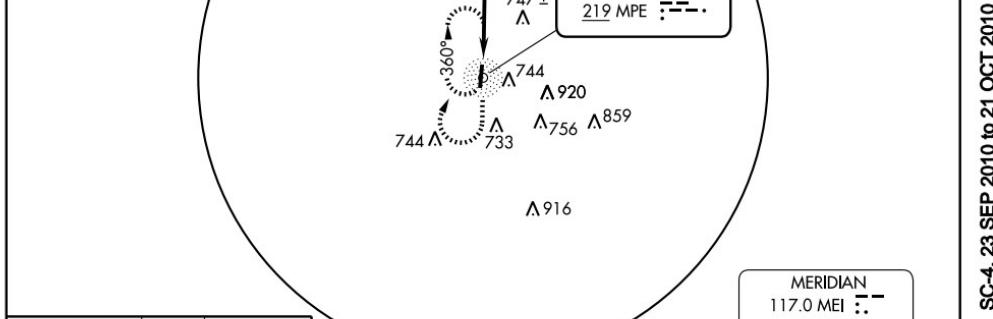
MISSSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct MPE NDB and hold.

ASOS  
118.725MEMPHIS CENTER  
132.75 263.0UNICOM  
123.0 (CTAF) 0

SC-4, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-18	1100-1	646 (700-1)	1100-1 $\frac{3}{4}$ 646 (700-1 $\frac{3}{4}$ )	NA
CIRCLING	1100-1	642 (700-1)	1100-1 $\frac{3}{4}$ 642 (700-1 $\frac{3}{4}$ )	NA

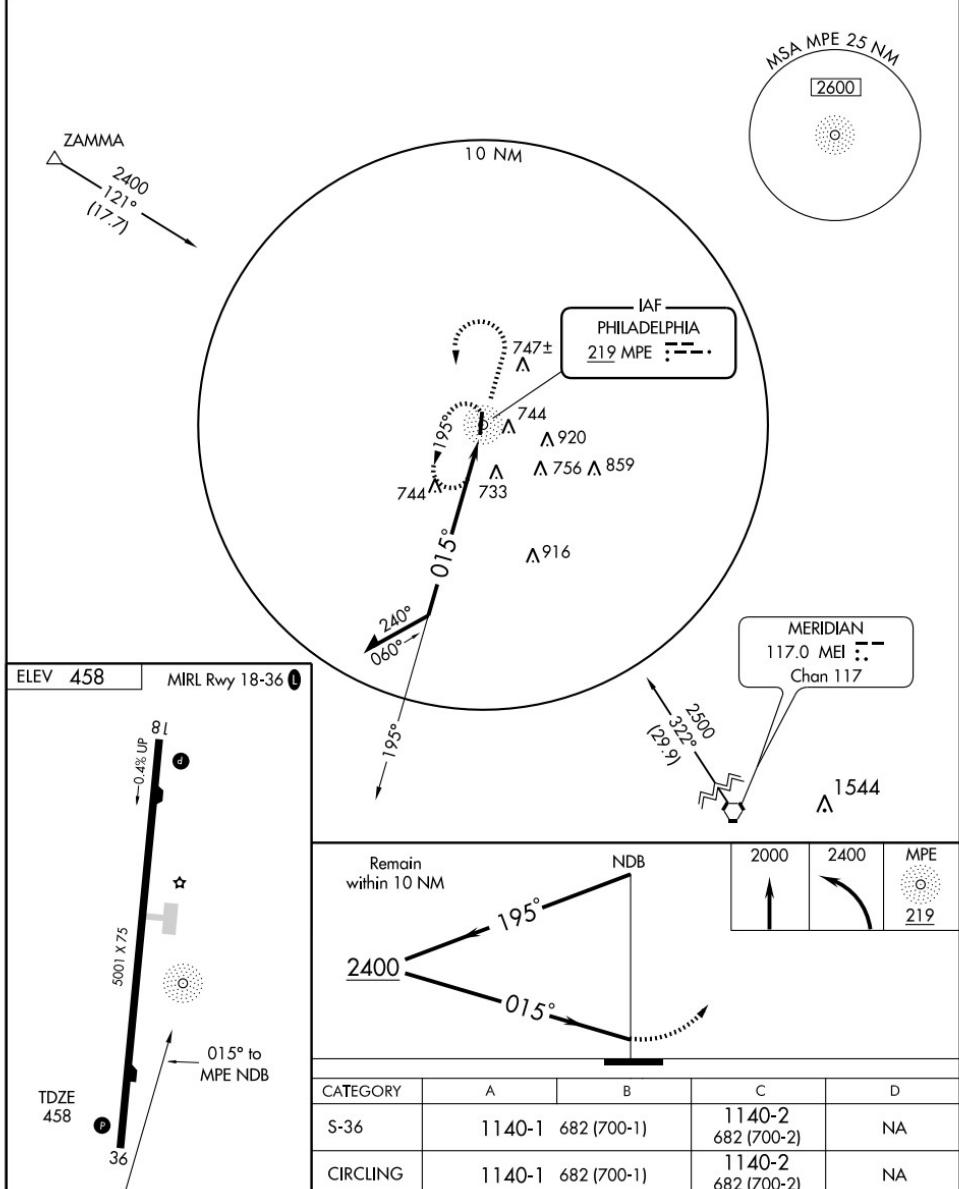


NDB MPE  
219APP CRS  
015°Rwy Idg 5001  
TDZE 458  
Apt Elev 458

NDB RWY 36

PHILADELPHIA MUNI (MPE)

- V** When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-36 and circling Cat B visibility  $\frac{1}{4}$  mile, Cat C visibility  $\frac{1}{2}$  mile.
- NA** Visibility reduction by helicopters NA. When VGSi inoperative, procedure NA at night.

ASOS  
118.725MEMPHIS CENTER  
132.75 263.0UNICOM  
123.0 (CTAF) 0

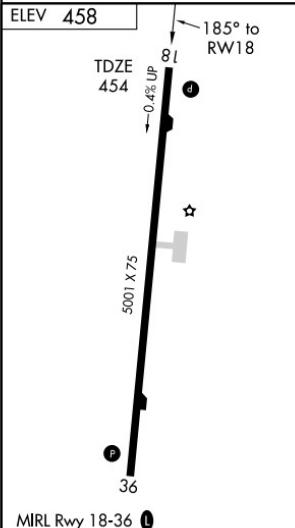
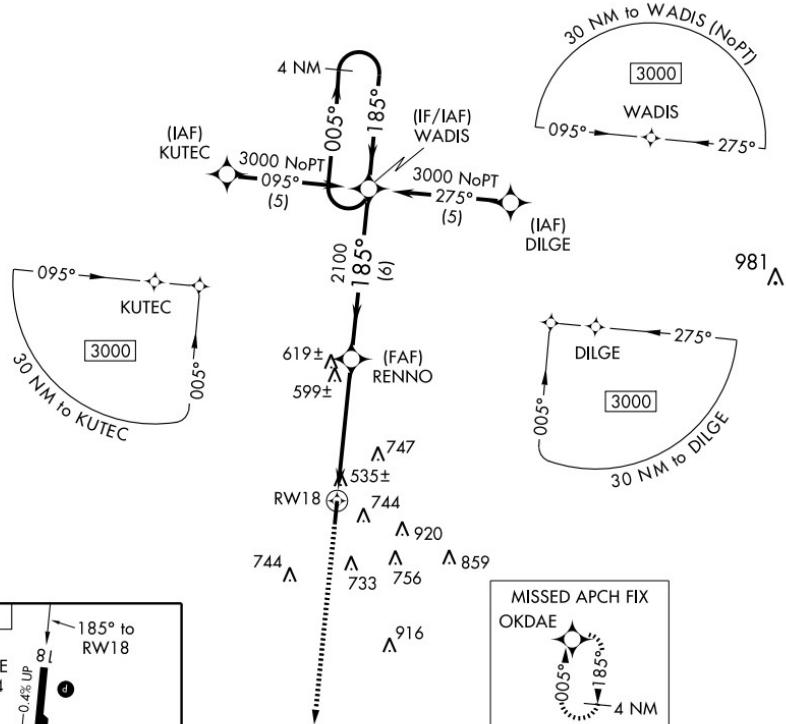
WAAS	APP CRS	Rwy Idg	<b>5001</b>
CH <b>78115</b>	<b>185°</b>	TDZE	<b>454</b>
<b>W18A</b>		Apt Elev	<b>458</b>

# RNAV (GPS) RWY 18

PHILADELPHIA MUNI (MPE)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cts, LNAV Cat C and Circling Cts C and D visibility  $\frac{1}{4}$  mile, increase LNAV/VNAV all Cts, LNAV Cat D visibility  $\frac{1}{2}$  mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

**MISSSED APPROACH:**  
 Climb to 3000 direct OKDAE and hold.

ASOS  
**118.725**MEMPHIS CENTER  
**132.75 263.0**UNICOM  
**123.0 (CTAF) 0**

CATEGORY	A	B	C	D
LPV DA	774-1 $\frac{1}{4}$	320 (400-1 $\frac{1}{4}$ )		
LNAV/ VNAV DA		850-1 $\frac{1}{2}$	396 (400-1 $\frac{1}{2}$ )	
LNAV MDA	960-1 506 (600-1)		960-1 $\frac{1}{2}$ 506 (600-1 $\frac{1}{2}$ )	
CIRCLING	1060-1 602 (700-1)		1060-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$ )	1060-2 602 (700-2)

\*LNAV only. \*1.5 NM to RW18. GS 3.00° TCH 47. 4 NM Holding Pattern.

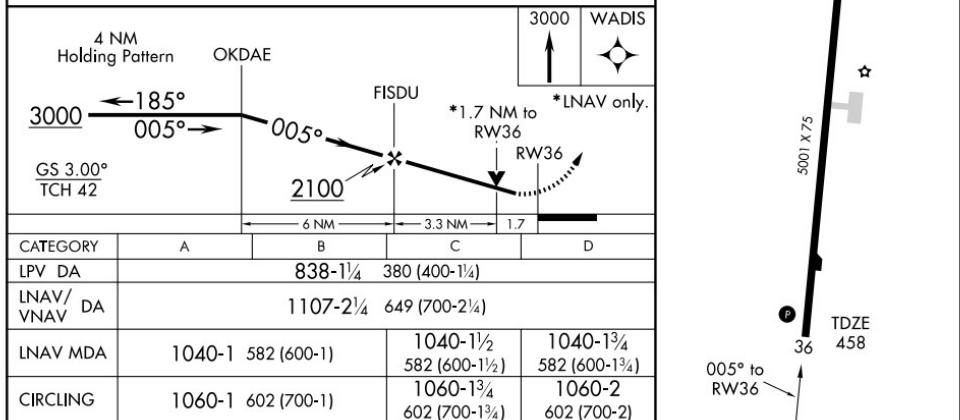
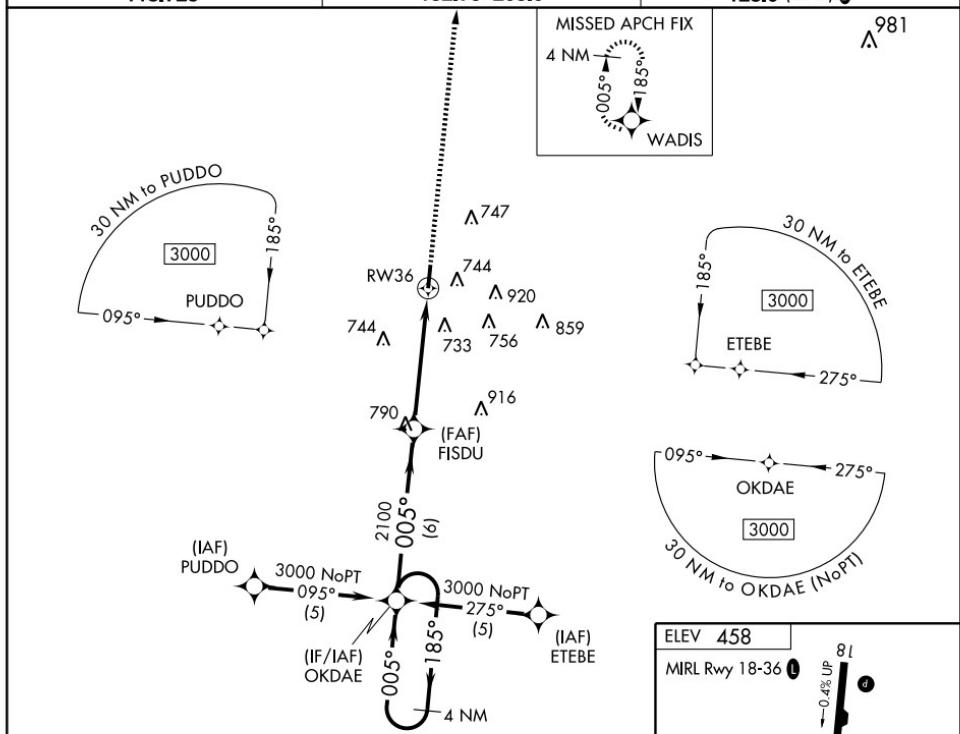
WAAS CH 48915 W36A	APP CRS 005°	Rwy Idg 5001 TDZE 458 Apt Elev 458
--------------------------	-----------------	--

# RNAV (GPS) RWY 36

PHILADELPHIA MUNI (MPE)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility  $\frac{1}{2}$  mile, increase Circling Cats C and D visibility  $\frac{1}{4}$  mile.  
Baro-VNAV and VDP NA when using Key Field altimeter setting.

**MISSSED APPROACH:**  
Climb to 3000 direct WADIS and hold.

ASOS  
118.725MEMPHIS CENTER  
132.75 263.0UNICOM  
123.0 (CTAF) 0

PANOLA CO (See BATESVILLE)

## PASCAGOULA

TRENT LOTT INTL (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR. RWY 35: PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acft opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (228) 474-2836.

**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z‡)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

TOWER 118.575 (Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡) GND CON 121.725

CLNC DEL 121.725

**AIRSPACE:** CLASS D svc Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡, other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

SEMMES (H) VORTACW 115.3 SJI Chan 100 N30°43.56'

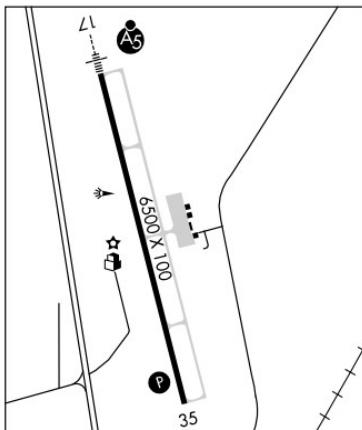
W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3

NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

NEW ORLEANS  
H-7E, 8F, L-21C, 22G, GOMC  
IAP



PAUL PITTMAN MEML (See TYLERTOWN)

PHILADELPHIA MUNI (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sun 1300-2300Z‡. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (601) 663-0040.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

(R) MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 322° 30.0 NM to fld. 580/05E.

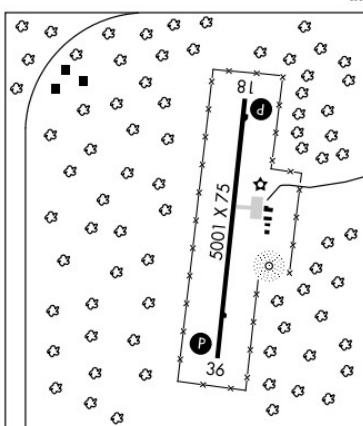
HIWAS.

NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM

FILE GWO. NDB unusable byd 15 NM.

MEMPHIS  
H-6J, L-18G

IAP



PICAYUNE MUNI (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

NEW ORLEANS

H-7E, 8F, L-21B, 22G

IAP

55 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z‡. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. Rwy 18-36 MIRL OTS indef. All twy lghts OTS indef. Rwy 18 PAPI OTS indef. Rwy 36 PAPI OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (601) 798-4136. AWOS OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

(R) GULFPORT APP/DEP CON 124.6 (1200-0500Z‡)

(R) HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

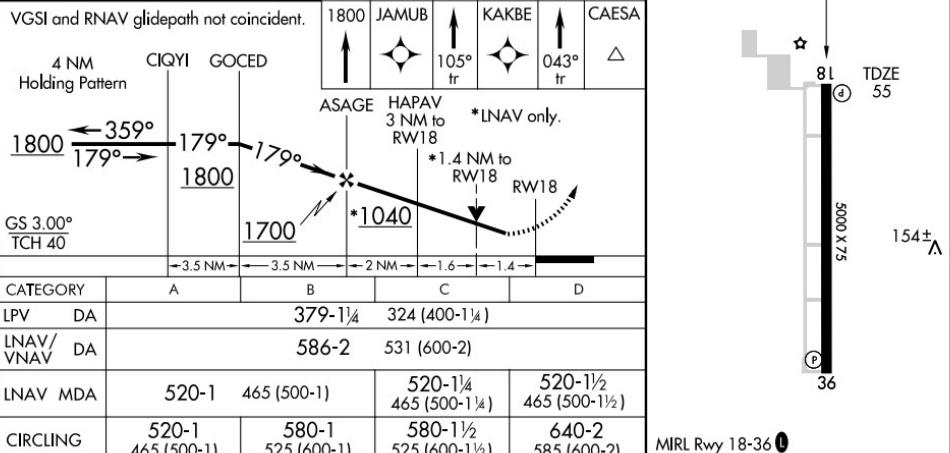
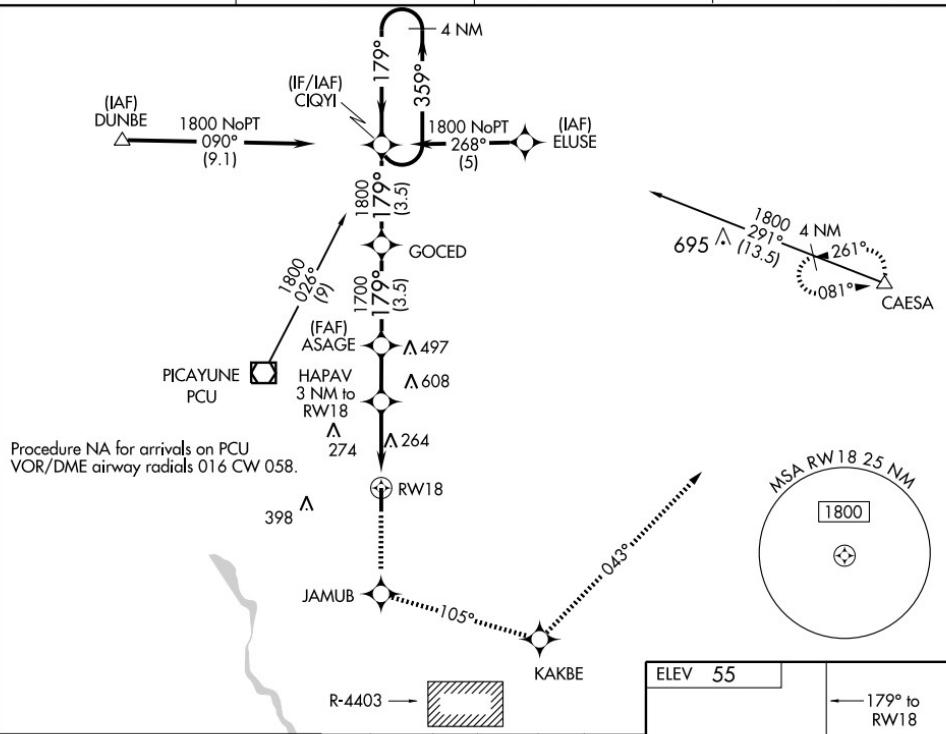
## RNAV (GPS) RWY 18

PICAYUNE MUNI (MJD)

WAAS CH 99310 W18A	APP CRS 179°	Rwy Idg TDZE 55 Apt Elev 55
--------------------------	-----------------	--------------------------------------

- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet and visibility LNAV Cat C 1/4 mile. VDP and Baro-VNAV NA when using Stennis Intl altimeter setting.

MISSSED APPROACH: Climb to 1800 direct JAMUB and via 105° track to KAKBE and via 043° track to CAESA and hold.

AWOS-3  
119.075STENNIS INTL AWOS-3  
118.375GULPORT APP CON  
124.6 354.1UNICOM  
122.8 (CTAF) 0

## RNAV (GPS) RWY 36

PICAYUNE MUNI (MJD)

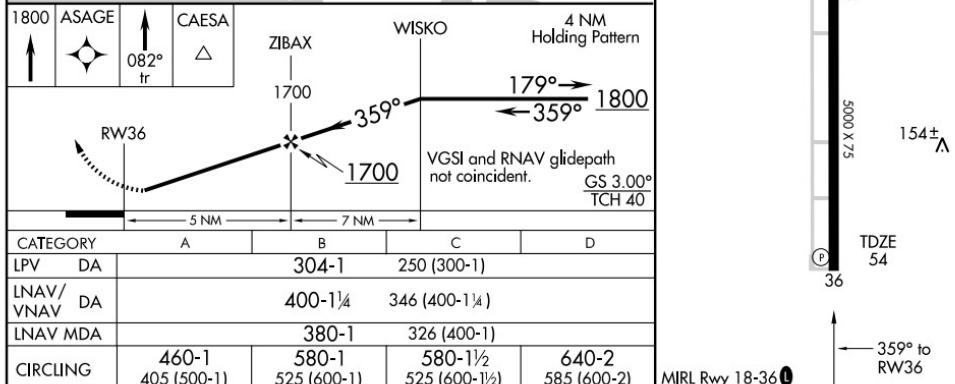
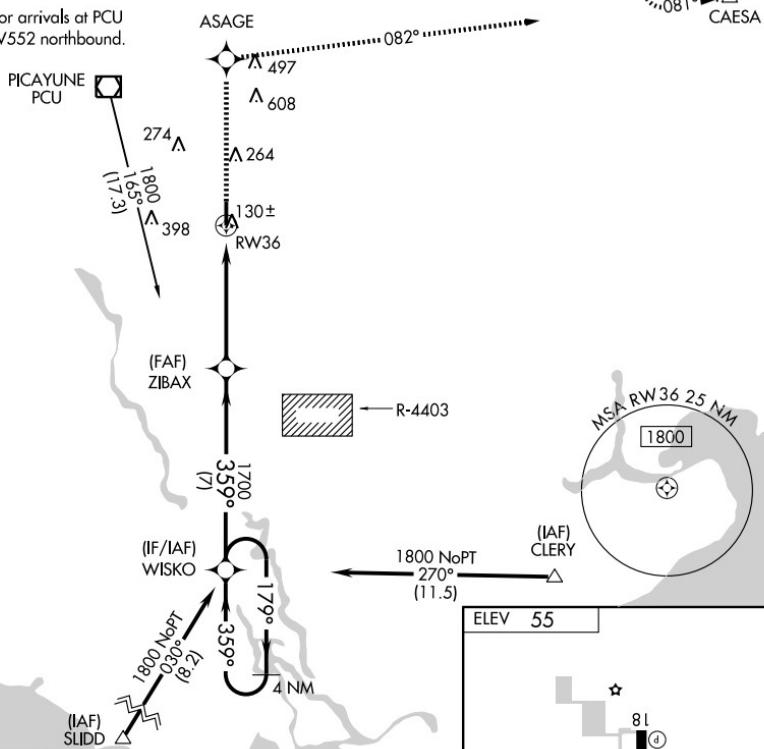
WAAS CH 42909 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5000 54 55
--------------------------	-----------------	-----------------------------	------------------

**V** Baro-VNAV NA when using Stennis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV visibility  $\frac{1}{4}$  mile all Cats and LNAV Cat D  $\frac{1}{4}$  mile.

MISSED APPROACH:  
Climb to 1800 direct ASAGE and via 082° track to CAESA and hold.

AWOS-3  
119.075STENNIS INTL AWOS-3  
118.375GULFPORT APP CON  
124.6 354.1UNICOM  
122.8 (CTAF) 0

Procedure NA for arrivals at PCU VOR/DME via V552 northbound.



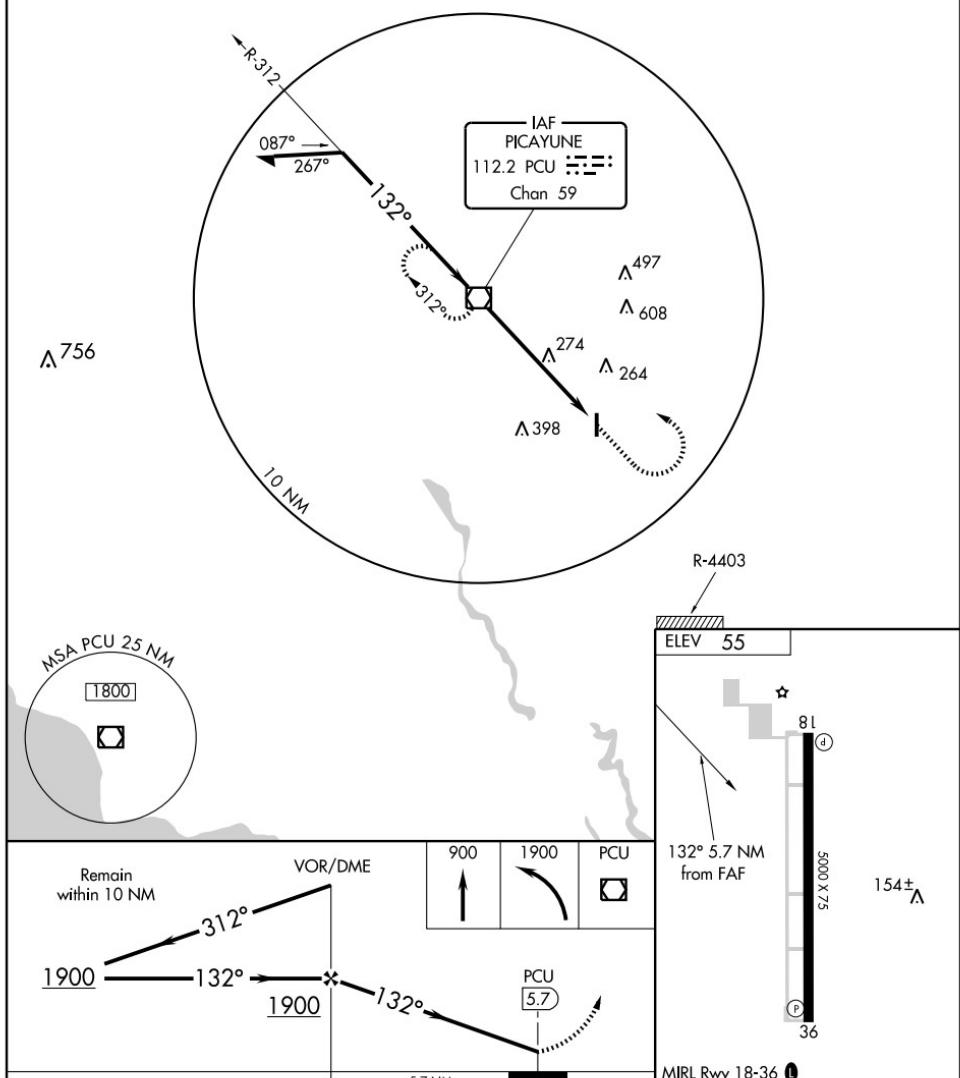
VOR/DME PCU 112.2 Chan 59	APP CRS 132°	Rwy Idg TDZE Apt Elev	5000 N/A 55
---------------------------------	-----------------	-----------------------------	-------------------

VOR-A

PICAYUNE MUNI (MJD)

**▼** When local altimeter setting not received, use Stennis initial altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 1900 direct PCU VOR/DME and hold.

AWOS-3  
119.075STENNIS INTL AWOS-3  
118.375GULFPORT APP CON  
124.6 354.1UNICOM  
122.8 (CTAF) 0

**PITTSBORO****CALHOUN CO**

(04M) 1 SW UTC-6(-5DT) N33°55.81' W89°20.60'

387 B FUEL 100LL NOTAM FILE GWO

**RWY 15-33:** H3200X60 (ASPH) S-15 MIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended dalgt hours Mon-Sat, Apr-Oct. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 15-33—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously.**COMMUNICATIONS:** CTAf 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 291° 48.4 NM to fld. 250/00E.

Monitored Mon-Fri 1300-0100Z‡, Sun 1600-2300Z‡. No NOTAM MP Mon-Fri 0300-1030Z‡, Sun 1300-1500Z‡.

**PONTOTOC CO**

(22M) 2 NW UTC-6(-5DT) N34°16.56' W89°02.30'

440 S4 FUEL 100LL NOTAM FILE GWO

**RWY 11-29:** H3000X50 (ASPH) S-16 MIRL

RWY 11: Trees.

RWY 29: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hours. For attendant after hours and emerg svc call 662-489-8187/3950.**COMMUNICATIONS:** CTAf/UNICOM 122.8 (unicom out of svc indefinitely)**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 139° 37.3 NM to fld. 630/03E.

**POPLARVILLE-PEARL RIVER CO**

(M13) 3 SE UTC-6(-5DT) N30°47.16' W89°30.27'

320 B FUEL 100LL NOTAM FILE GWO

**RWY 16-34:** H4000X100 (ASPH) S-25.2 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 34: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Unattended. Fuel 24 hr self-serve with credit card. Ultralight activity on and in vicinity of arpt. Rwy 34 terrain drops off abruptly 200' from thld. Rotating bcn OTS indef. MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34 operate dusk-0300Z‡, after 0300Z‡ ACTIVATE—CTAF.**COMMUNICATIONS:** CTAf 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

PICAYUNE (L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 036° 17.8 NM to fld. 70/05E.

**PRENTISS-JEFFERSON DAVIS CO**

(M43) 2 W UTC-6(-5DT) N31°35.72' W89°54.39'

455 B FUEL 100LL NOTAM FILE GWO

**RWY 12-30:** H3197X60 (ASPH) S-20 MIRL

RWY 12: PAPI(P2L). Trees.

RWY 30: PAPI(P2L). Trees.

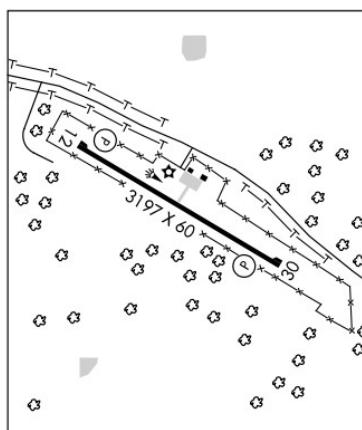
**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs with credit card. For emergency call police department 601-792-5198. Ultralight activity on and in vicinity of arpt. ACTIVATE MIRL Rwy 12-30—CTAF.**COMMUNICATIONS:** CTAf/UNICOM 122.8

HOUSTON CENTER APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27'

W90°15.49' 043° 25.1 NM to fld. 440/03E. HIWAS



NEW ORLEANS

L-22F

IAP

MEMPHIS

L-18G

RNAV (GPS) RWY 12

**PRENTISS-JEFFERSON DAVIS COUNTY (M43)**

WAAS CH 90408 W12A	APP CRS 123°	Rwy Idg TDZE Apt Elev	3197 455 455
--------------------------	-----------------	-----------------------------	--------------------

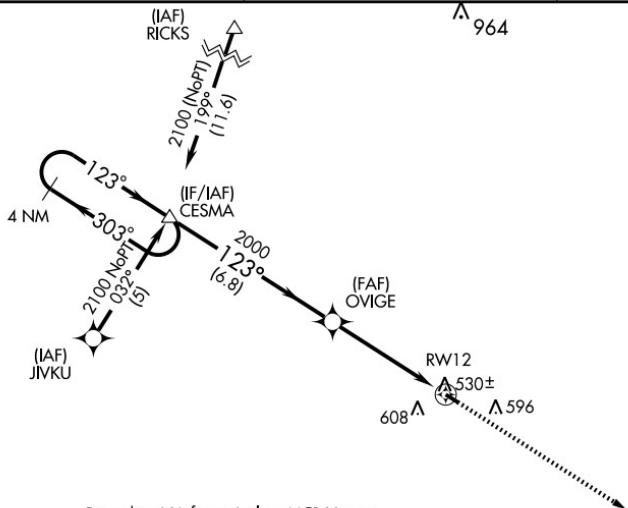
**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**A NA** Use Hattiesburg-Laurel Rgnl altimeter setting; when not received,  
use McComb altimeter setting.

MISSED APPROACH: Climb to 2000 direct DADCA and hold.

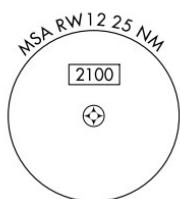
HATTIESBURG-LAUREL REGIONAL AWOS-3  
**128.325**

**HOUSTON CENTER**  
**126.8 327.8**

UNICOM  
122.8 (CTAF) 1



Procedure NA for arrival on MCB Vortac airway radials 345 CW 052.



The diagram illustrates a holding pattern at CESMA (VOR) with a track of 303° and a turn angle of 123°. The holding pattern is labeled "4 NM Holding Pattern". A VOR station, OVIGE, is located on the 2000 radial. The runway RW12 is shown with a dashed approach path. A note states: "VGSI and RNAV glidepath not coincident." A DADCA symbol is present in the top right corner.

CATEGORY	A	6.8 NM		4.7 NM	
		B	C	D	
LPV DA	824-1½ 369 (400-1½)		NA		
LNAV MDA	880-1 425 (500-1)		880-1½ 425 (500-1½)		NA
CIRCLING	1020-1 565 (600-1)		1020-1½ 565 (600-1½)		NA

MIRL Rwy 12-30 L

## RNAV (GPS) RWY 30

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

WAAS CH 61208 W30A	APP CRS 303°	Rwy Idg 3197 TDZE 455 Apt Elev 455
--------------------------	-----------------	--

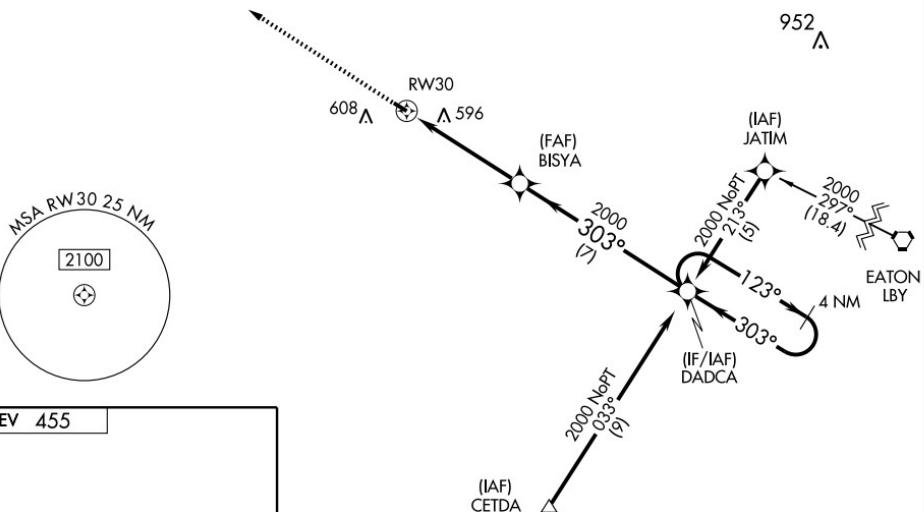
V Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction  
 ▲ NA by helicopters NA.

MISSED APPROACH: Climb to 2100 direct CESMA and hold.

HATTIESBURG-LAUREL REGIONAL AWOS-3  
 128.325

HOUSTON CENTER  
 126.8 327.8

UNICOM  
 122.8 (CTAF) 0



ELEV 455

3197 X 60  
 TDZE 455  
 303° to RW30

**QUITMAN**

**CLARKE CO** (23M) 3 N UTC-6(-5DT) N32°05.09' W88°44.34'  
320 B FUEL 100LL, MOGAS NOTAM FILE GWO

**RWY 16-34:** H3200X60 (ASPH) S-12.5 MIRL

RWY 16: PAPI (P2L). Thld dsplcd 245'. Tree.

**RWY 34:** Thld dsplcd 245'. Trees.

**AIRPORT REMARKS:** Attended continuously. Ultralight activity on and in vicinity of apt. RWY 16 ground drops abruptly 200' from thld. Ground drops abruptly from RWY 34 thld. RWY 16 PAPI unusable byd 5° left of course. After 0400Z‡ ACTIVATE MIRL RWY 16-34 and PAPI RWY 16—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71' W88°48.26' 164° 17.9 NM to fld. 580/05E.  
HIWAS.

MEMPHIS  
L-17D, 18G

**RAYMOND**

**JOHN BELL WILLIAMS** (M16) 3 NE UTC-6(-5DT) N32°18.27' W90°24.63'  
247 B S3 FUEL 100LL, JET A NOTAM FILE GWO

**RWY 12-30:** H5501X100 (ASPH-RFSC) S-60, D-75 MIRL

RWY 12: PAPI(P4L)—GA 3.0°TCH 38'.

RWY 30: PAPI(P4L)—GA 3.0°TCH 39'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z‡, Sat 1400-1800Z‡. Fuel avbl 24 hrs with card. ACTIVATE MIRL RWY 12-30—CTAF. PAPI RWY 12 and RWY 30 operate continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.675 (601) 857-3887.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**JACKSON APP/DEP CON** 125.25 (153°-332°) (1200-0500Z‡)

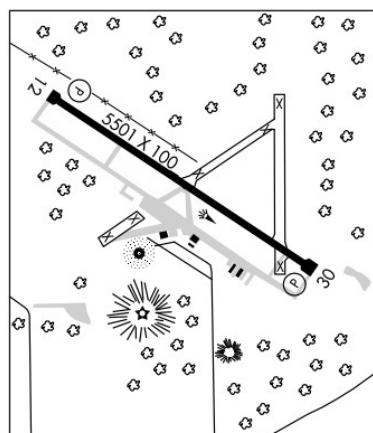
**(R) MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'  
W90°10.06' 220° 17.3 NM to fld. 360/05E.

**RAYMOND NDB (MHW)** 375 RYB N32°18.09' W90°24.69'  
at fld. NOTAM FILE GWO.

MEMPHIS  
H-6J, L-18G  
IAP



**RAYMOND** N32°18.09' W90°24.69' NOTAM FILE GWO.

**NDB (MHW)** 375 RYB at John Bell Williams.

MEMPHIS  
L-18G

**RENOVA** N33°48.42' W90°45.76' NOTAM FILE GWO.

**NDB (MHW)** 272 RNV 171° 2.8 NM to Cleveland Muni. NDB unmonitored. NDB unusable byd 20 NM.

MEMPHIS  
L-18F

**RICHTON-PERRY CO** (M59) 2 S UTC-6(-5DT) N31°19.04' W88°56.10'

167 B NOTAM FILE GWO

**RWY 18-36:** H3000X60 (ASPH) S-20. MIRL

RWY 18: PAPI(P2L). Trees.

**RWY 36:** PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL RWY 18-36 and PAPI RWY 18 and RWY 36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 101° 21.6 NM to fld. 290/05E.

NEW ORLEANS  
L-21C, 22G

NDB RWY 12

RAYMOND/ JOHN BELL WILLIAMS (M16)

**T** Use Jackson altimeter setting.

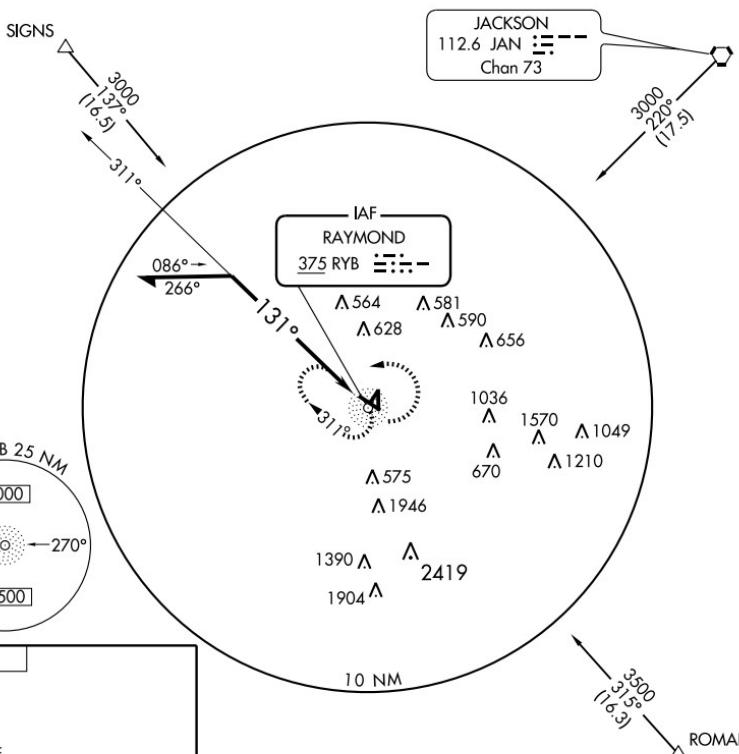
A NA

MISSED APPROACH: Climbing left turn to 3000 via 311° bearing from RYB NDB then direct RYB NDB and hold.

AWOS-3  
118-675

JACKSON APP CON<sup>★</sup>  
125 25 319 2

UNICOM  
122.8 (CTAF) 1



**CAUTION:** Numerous towers north, east and south of airport.

Remain  
within 10 NM

3000 Prior to  
RYB NDB

3000

75

CATEGORY	A	B	C	D
S-12	940-1	697 (700-1)	940-2 697 (700-2)	940-2½ 697 (700-2½)
CIRCLING	940-1	694 (700-1)	940-2 694 (700-2)	1060-2¾ 814 (700-2¾)



APP CRS <b>301°</b>	Rwy Idg <b>5501</b>
TDZE	<b>247</b>
Apt Elev	<b>247</b>

# RNAV (GPS) RWY 30

RAYMOND/JOHN BELL WILLIAMS (M16)

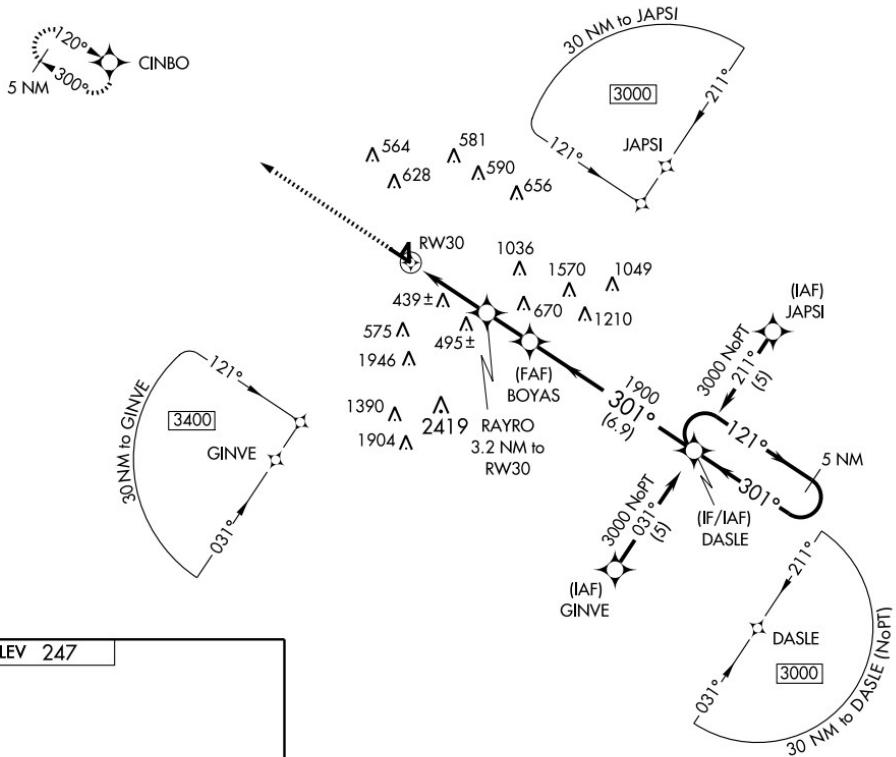
▼ Straight in and circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all MDAs 40 feet.  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct CINBO and hold.

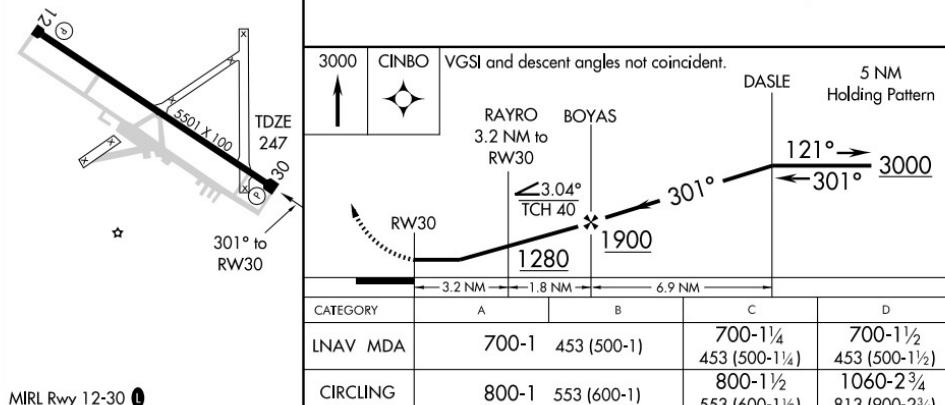
AWOS-3  
**118.675**

JACKSON APP CON\*  
**125.25 319.2**

UNICOM  
**122.8 (CTAF) 0**



ELEV 247



**RIPLEY** (25M) 3 W UTC-6(-5DT) N34°43.34' W89°00.90'

465 B FUEL 100LL NOTAM FILE GWO

**RWY 03-21:** H4400X75 (ASPH) S-20 MIRL 0.6% up NE

RWY 03: PAPI(P2L)—GA 3.25° TCH 15'. Tree.

RWY 21: PAPI(P2L)—GA 3.5° TCH 16'. Tree.

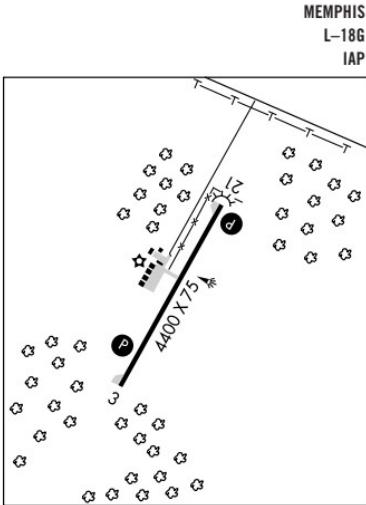
**AIRPORT REMARKS:** Unattended. Self-service credit card fuel avbl 24 hrs. After 0400Z ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

(R) **MEMPHIS CENTER APP/DEP CON** 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 094° 24 NM to fld. 630/03E.



**ROSCOE TURNER** (See CORINTH)

**RULEVILLE-DREW** (See DREW)

**SAVOY** N32°14.84' W88°46.30' NOTAM FILE MEI.

NDB (MHW/LOM) 356 ME 010° 5.2 NM to Key Fld.

MEMPHIS

L-18G

**SCOBEDY** N33°53.47' W89°52.47' NOTAM FILE GWO.

NDB (MHW) 245° SBQ 132° 5.2 NM to Grenada Muni. NDB unusable byd 20 NM.

MEMPHIS

L-18G

**SELF'S** (See MARKS)

**SEYER** N35°00.93' W88°36.94' NOTAM FILE GWO.

NDB (LOM) 334° UU 173° 6.1 NM to Roscoe Turner.

MEMPHIS

**SIDON** N33°27.83' W90°16.64' NOTAM FILE GWO.

(H) **VORTAC** 114.7 SQS Chan 94 076° 9.8 NM to Greenwood-Leflore. 125/03E.

RCD 122.1R 114.7T (GREENWOOD RADIO)

MEMPHIS

H-6J, 5C, L-18G

## STARKVILLE

**GEORGE M BRYAN** (STF) 3 SW UTC-6(-5DT) N33°25.99' W88°50.92'

333 B S4 FUEL 100LL, JET A NOTAM FILE GWO

**RWY 18-36:** H5550X150 (ASPH-CONC) S-25, D-30 HIRL

RWY 18: PAPI(P2L)—GA 3.0°TCH 24'. Thld dispclcd 1380'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0°TCH 26'.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0100Z‡, Sun

1400-2300Z‡. Fuel 24 hr credit card svc avbl. Rwy 18-36 HIRL opr 1400-2230Z‡, after 2230Z‡ ACTIVATE HIRL Rwy 18-36—CTAF. PAPI Rwy 18 and PAPI Rwy 36 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.975 (662) 323-4966.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

(R) **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z‡ Mon-Fri,

1600-2300Z‡ Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1

**COLUMBUS CLNC DEL** 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

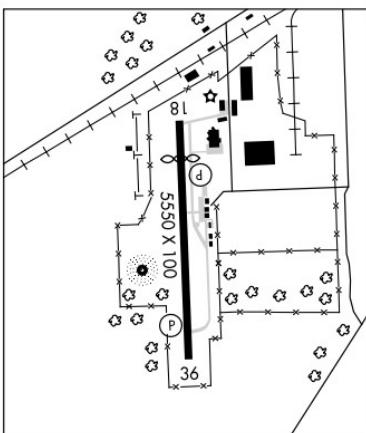
**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 256° 17.1 NM to fld. 240/04E. **HIWAS**.

**BRYAN NDB (MHW)** 281 STF N33°25.92' W88°51.02' at fld.

NDB unmonitored.

**ILS/DME** 109.9 I-STF Chan 36 Rwy 36. (LOC only)

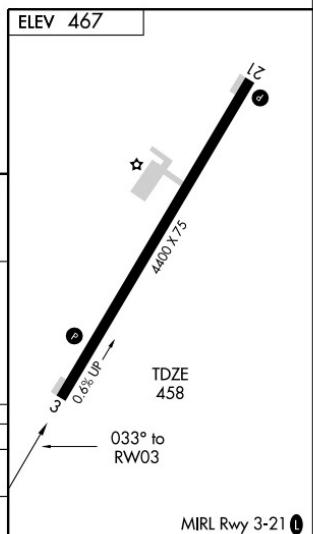
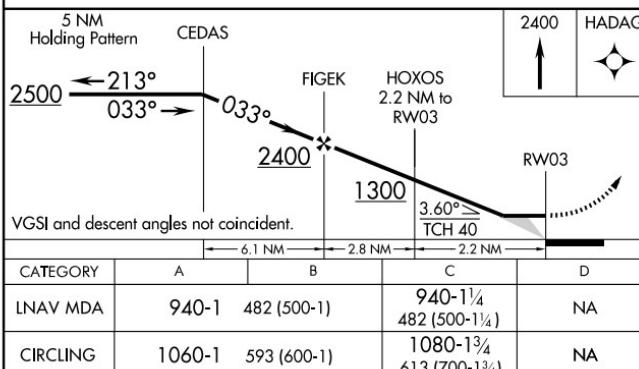
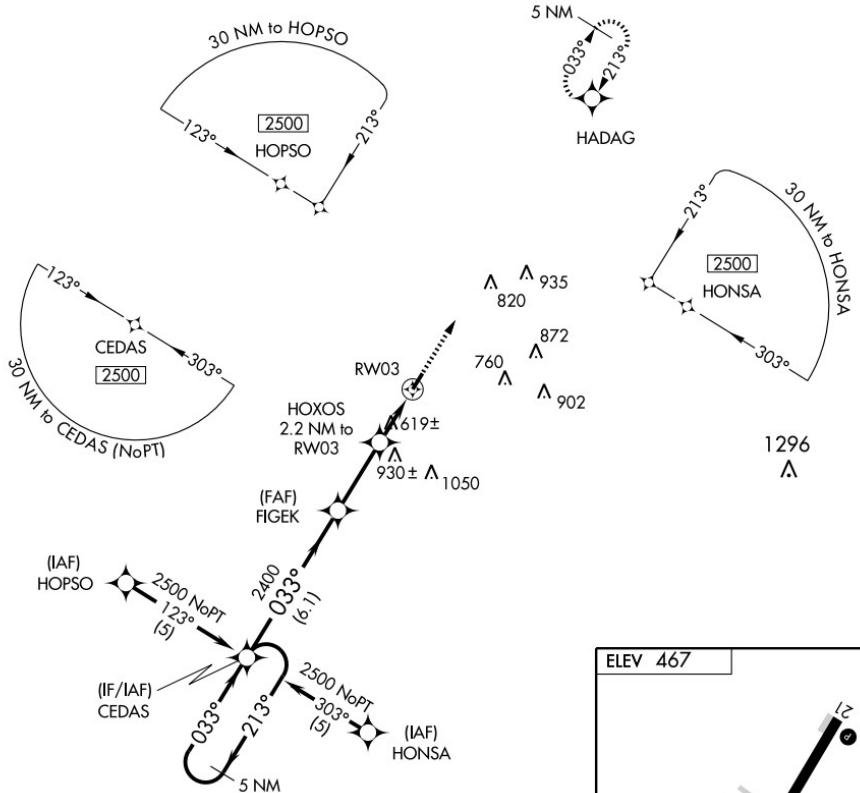


APP CRS <b>033°</b>	Rwy Idg <b>4400</b> TDZE <b>458</b> Apt Elev <b>467</b>
------------------------	---

# RNAV (GPS) RWY 3

RIPLEY (25M)

<b>D</b> <b>NA</b>	DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received procedure NA.	MISSIED APPROACH: Climb to 2400 direct HADAG and hold.
MEMPHIS CENTER <b>135.9 260.6</b>	UNICOM <b>122.8 (CTAF) 1</b>	



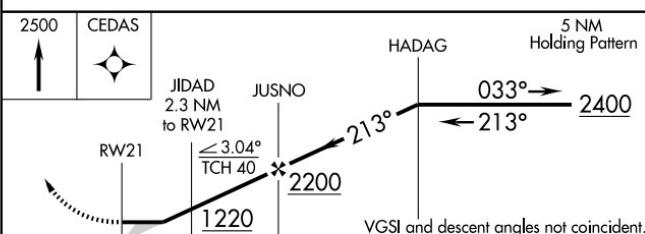
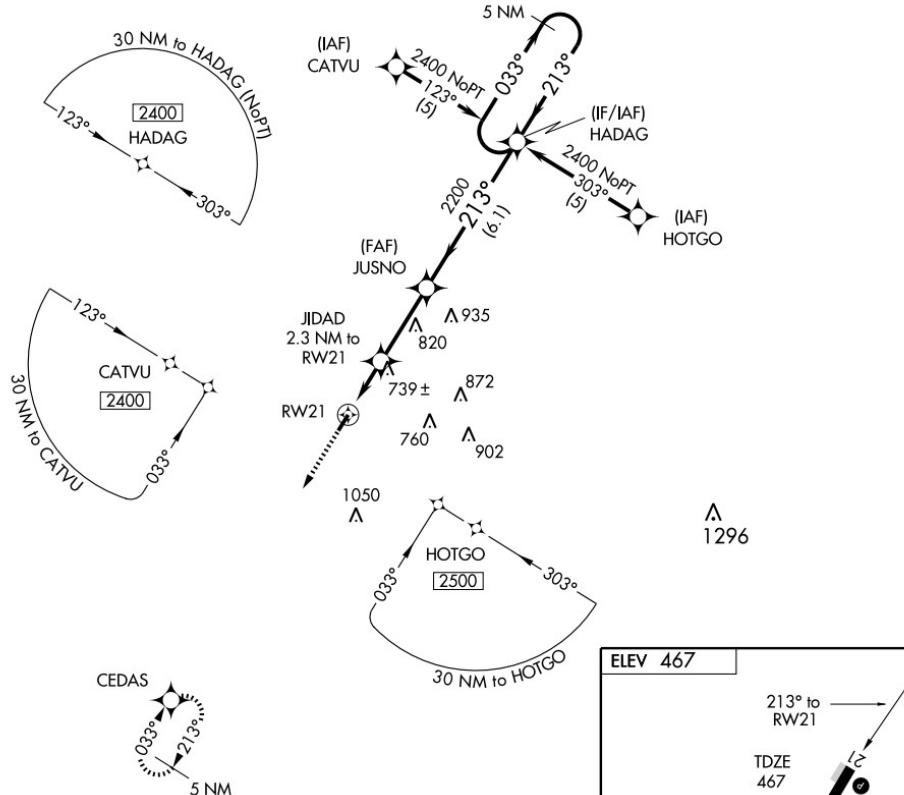
APP CRS 213°	Rwy Idg 4400 TDZE 467 Apt Elev 467
-----------------	--

**RNAV (GPS) RWY 21**  
RIPLEY (25M)

**T** DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.  
**NA** MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

MEMPHIS CENTER  
135.9 260.6

UNICOM  
122.8 (CTAF) 1



CATEGORY	A	B	C	D
LNAV MDA	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA

**RNAV (GPS) RWY 21**  
RIPLEY (25M)

VORTAC HLI 112.4 Chan 71	APP CRS 094°	Rwy Idg TDZE Apt Elev	N/A N/A 467
--------------------------------	-----------------	-----------------------------	-------------------

**VOR/DME-A**  
RIPLEY (25M)

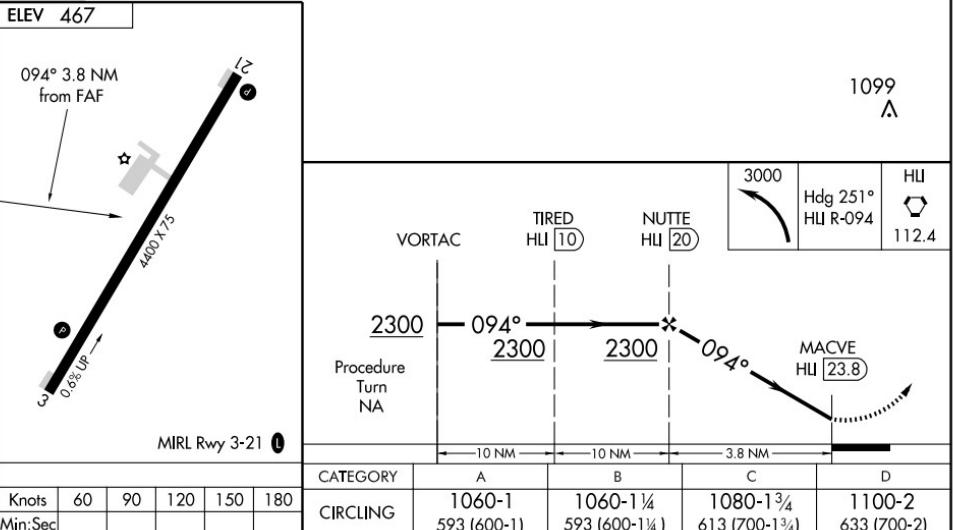
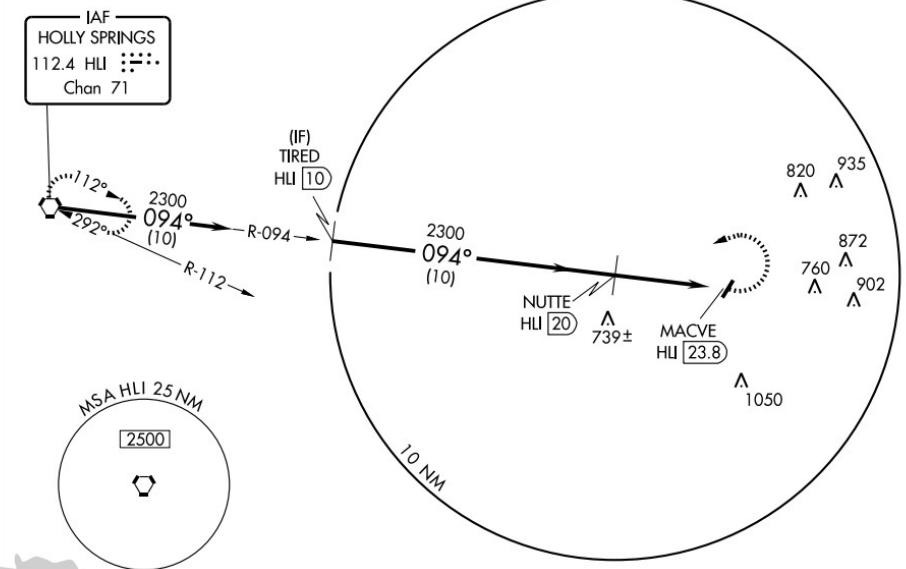
▼ Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

MEMPHIS CENTER  
**135.9 260.6**

UNICOM  
**122.8 (CTAF) 1**

Procedure NA for arrivals on HLI VORTAC airway radials 045 CW 112.



**OKTIBBEHA** (M51) 7 NE UTC-6(-5DT) N33°29.85' W88°40.88'

250 S4 NOTAM FILE GWO

**RWY 13-31:** 2700X150 (TURF)

**RWY 13:** Trees **RWY 31:** Trees

**RWY 18-36:** 2200X150 (TURF)

**RWY 18:** Trees. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 13-31 marked by mowing and white jugs 75' apart. Rwy 18-36 marked by mowing and white jugs 75' apart. UNICOM OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

(R) **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z‡ Mon-Fri, 1600-2300Z‡ Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1

**COLUMBUS CLNC DEL** 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

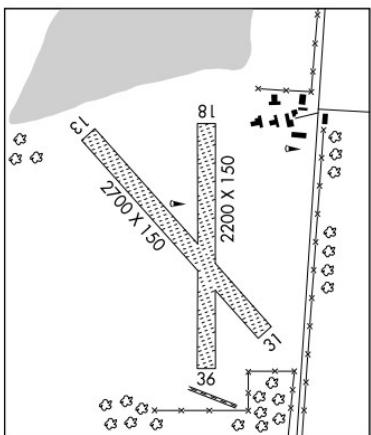
**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 271°8.5 NM to fld. 240/04E. HIWAS.

MEMPHIS

L-18G

IAP



### STENNIS INTL (See BAY ST LOUIS)

**TALLAHALA** N31°41.25' W89°11.39' NOTAM FILE GWO.

NDB (MHW) 346 THJ 135° 1.2 NM to Hesler-Noble Fld.

NEW ORLEANS

L-22G

**TEOCK** N33°35.52' W90°05.06' NOTAM FILE GWO.

NDB (LOM) 349 GW 178° 5.8 NM to Greenwood-Leflore.

MEMPHIS

L-18G

### THIGPEN FLD (See BAY SPRINGS)

**TISHOMINGO CO** (See BELMONT)

**TLOTT** N30°32.89' W88°33.19' NOTAM FILE PQL.

NDB (LOM) 209 PQ 165° 5.3 NM to Trent Lott Intl.

NEW ORLEANS

### TRENT LOTT INTL (See PASCAGOULA)

## TUNICA

**TUNICA** (30M) 2 S UTC-6(-5DT) N34°40.01' W90°22.01'

195 S2 FUEL 100LL, JET A NOTAM FILE GWO

MEMPHIS

**RWY 01-19:** 2508X80 (ASPH-TURF)

**RWY 01:** Thld dispclcd 108'.

**AIRPORT REMARKS:** Attended dalgt hrs. Telephone, taxi and courtesy car avbl. Rwy 01-19 southern 1800 ft X 14 ft center portion of rwy is asph. Apron areas deteriorating.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**TUNICA MUNI** (UTA) 1 E UTC-6(-5DT) N34°41.10' W90°20.87'

MEMPHIS

194 B S4 FUEL 100LL, JET A OX 1,3 Class I, ARFF Index B NOTAM FILE GWO

H-6J, L-18G

**RWY 17-35:** H8500X150 (ASPH-GRVD) S-94, D-215, 2T-510, 2D-460, 2D/2D2-720 HIRL

IAP

**RWY 17:** ODALS.

**RWY 35:** MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Public phone 662-363-9956. Large flocks of geese invof arpt Nov-Feb.

Agricultural acft activity invof the arpt during daylight hours all days. 24 hr PPR for commercial flts over 60 seats. Rwy 35 designated calm wind rwy. Twy N clsd indef. ACTIVATE HIRL Rwy 17-35 and MALSR Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (662) 363-1652.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**MEMPHIS APP/DEP** 119.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.

**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 221° 26.7 NM to fld. 360/01E.

**ILS/DME** 110.95 I-UTA Chan 46(Y) Rwy 35. Class IE.

VORTAC IGB <b>116.2</b>	APP CRS <b>269°</b>	Rwy Idg TDZE Apt Elev	N/A N/A 250
----------------------------	------------------------	-----------------------------	-------------------

Chan 109

VOR or GPS-B

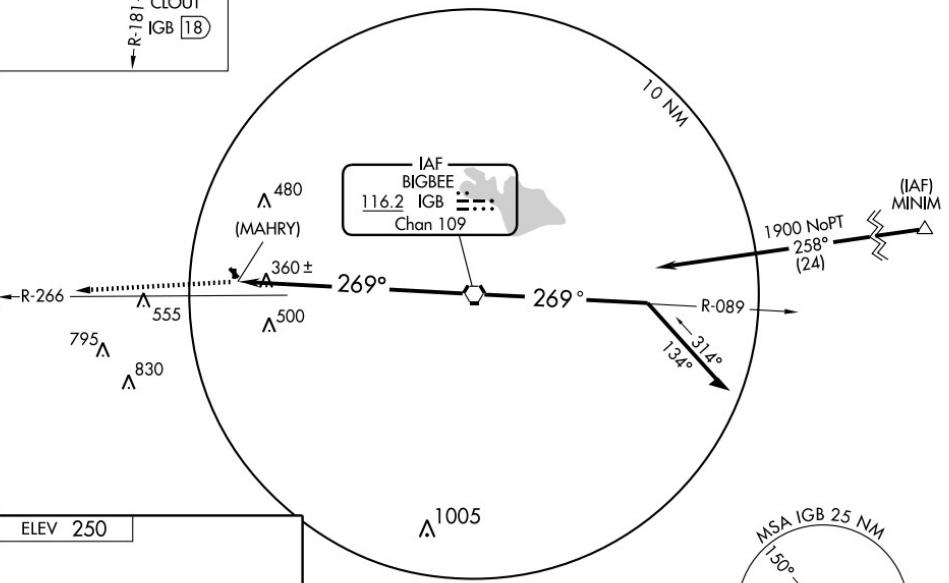
STARKVILLE/OKTIBBEHA (M51)

▼ Use Columbus altimeter setting.  
 ▲ NA Procedure not authorized at night.

MISSSED APPROACH: Climb to 2000 via IGB R-266 to CLOUD Int and hold.

COLUMBUS APP CON ★  
**135.6 323.275**UNICOM  
**122.8 (CTAF)**MISSSED  
APCH FIX

109.8 OFB  
Chan 35  
R-266 086°  
266° CLOUD  
R-181 IGB [18]



FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

STARKVILLE, MISSISSIPPI

Amdt 6A 09267

33° 30' N-88° 41' W

STARKVILLE/OKTIBBEHA (M51)

VOR or GPS-B

**RIPLEY** (25M) 3 W UTC-6(-5DT) N34°43.34' W89°00.90'

465 B FUEL 100LL NOTAM FILE GWO

**RWY 03-21:** H4400X75 (ASPH) S-20 MIRL 0.6% up NE

RWY 03: PAPI(P2L)—GA 3.25° TCH 15'. Tree.

RWY 21: PAPI(P2L)—GA 3.5° TCH 16'. Tree.

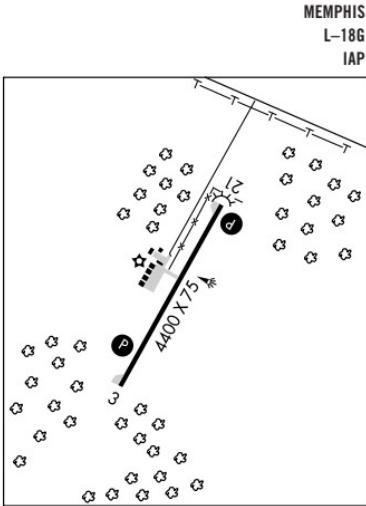
**AIRPORT REMARKS:** Unattended. Self-service credit card fuel avbl 24 hrs. After 0400Z ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

(R) **MEMPHIS CENTER APP/DEP CON** 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 094° 24 NM to fld. 630/03E.



**ROSCOE TURNER** (See CORINTH)

**RULEVILLE-DREW** (See DREW)

**SAVOY** N32°14.84' W88°46.30' NOTAM FILE MEI.

NDB (MHW/LOM) 356 ME 010° 5.2 NM to Key Fld.

MEMPHIS

L-18G

**SCOBEDY** N33°53.47' W89°52.47' NOTAM FILE GWO.

NDB (MHW) 245° SBQ 132° 5.2 NM to Grenada Muni. NDB unusable byd 20 NM.

MEMPHIS

L-18G

**SELF'S** (See MARKS)

**SEYER** N35°00.93' W88°36.94' NOTAM FILE GWO.

NDB (LOM) 334° UU 173° 6.1 NM to Roscoe Turner.

MEMPHIS

**SIDON** N33°27.83' W90°16.64' NOTAM FILE GWO.

(H) **VORTAC** 114.7 SQS Chan 94 076° 9.8 NM to Greenwood-Leflore. 125/03E.

RCD 122.1R 114.7T (GREENWOOD RADIO)

MEMPHIS

H-6J, 5C, L-18G

## STARKVILLE

**GEORGE M BRYAN** (STF) 3 SW UTC-6(-5DT) N33°25.99' W88°50.92'

333 B S4 FUEL 100LL, JET A NOTAM FILE GWO

**RWY 18-36:** H5550X150 (ASPH-CONC) S-25, D-30 HIRL

RWY 18: PAPI(P2L)—GA 3.0°TCH 24'. Thld dispclcd 1380'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0°TCH 26'.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0100Z‡, Sun

1400-2300Z‡. Fuel 24 hr credit card svc avbl. Rwy 18-36 HIRL opr 1400-2230Z‡, after 2230Z‡ ACTIVATE HIRL Rwy 18-36—CTAF. PAPI Rwy 18 and PAPI Rwy 36 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.975 (662) 323-4966.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

(R) **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z‡ Mon-Fri,

1600-2300Z‡ Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1

**COLUMBUS CLNC DEL** 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

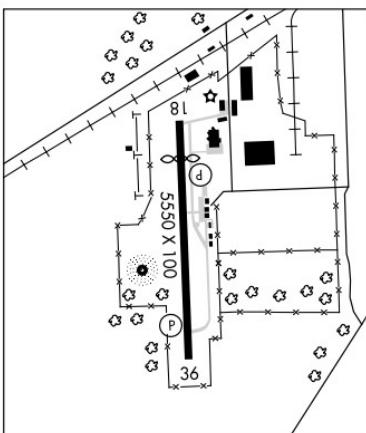
**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 256° 17.1 NM to fld. 240/04E. **HIWAS**.

**BRYAN NDB (MHW)** 281 STF N33°25.92' W88°51.02' at fld.

NDB unmonitored.

**ILS/DME** 109.9 I-STF Chan 36 Rwy 36. (LOC only)



LOC/DME I-STF  
109.9  
Chan 36

APP CRS  
360°

Rwy Idg 5550  
TDZE 326  
Apt Elev 333

LOC/DME RWY 36  
STARKVILLE/ GEORGE M. BRYAN (STF)

**V** If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.  
**NA** DME required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 via heading 300° and IGB R-266 to NEEON/IGB 30 DME and hold.

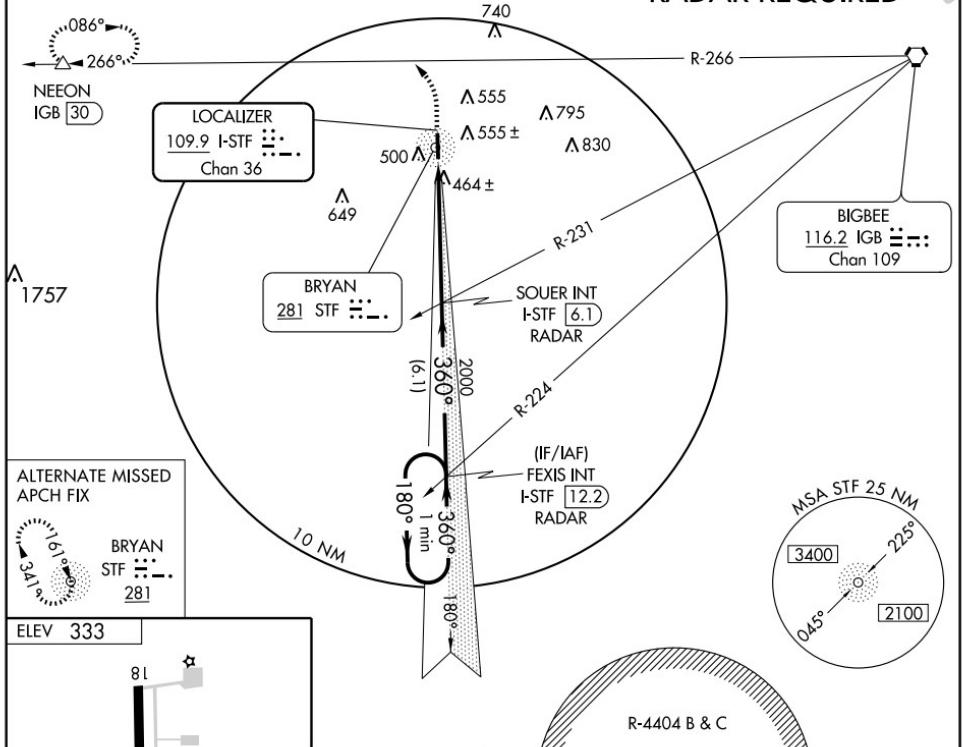
AWOS-3  
118.975

COLUMBUS APP CON ★  
135.6 323.275

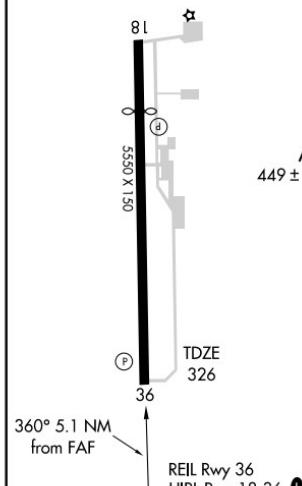
CLNC DEL  
126.25

UNICOM  
122.7 (CTAF) 0

## RADAR REQUIRED



ELEV 333



NDB-C

**STARKVILLE/GEORGE M. BRYAN (STF)**

NDB	STF <b><u>281</u></b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>332</b>
-----	--------------------------	------------------------	-----------------------------	--------------------------

**T** If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.  
**A NA**

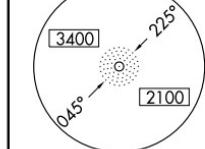
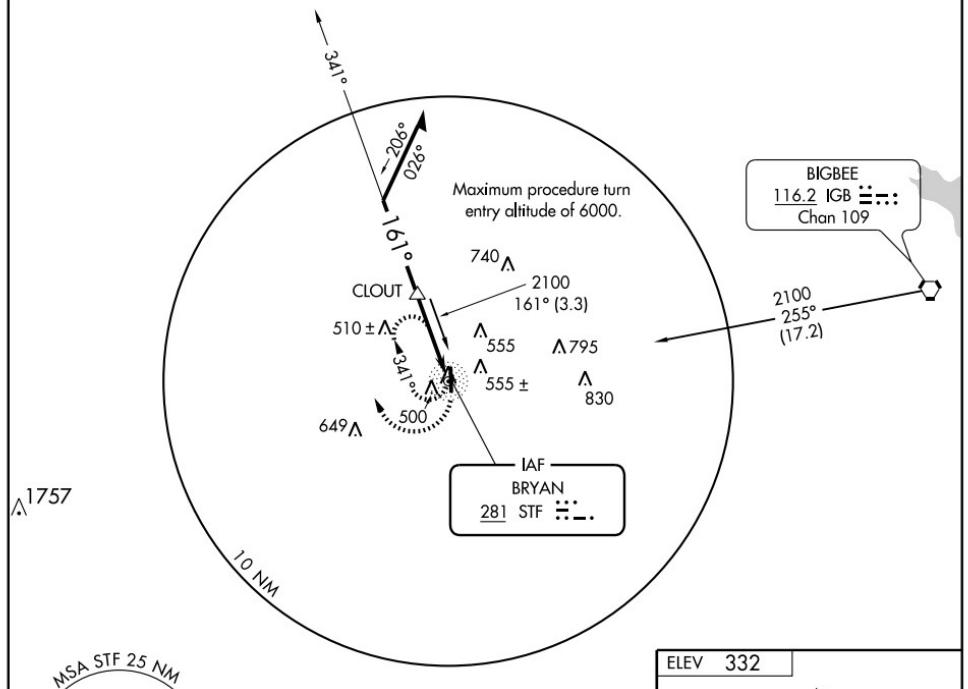
**MISSED APPROACH:** Climbing right turn to 2100 in STF NDB holding pattern.

AWOS-3  
118-975

COLUMBUS APP CON ★  
135-6 323-275

CLNC DEL  
126.25

UNICOM  
122-7 (CTAF) 0



Remain  
within 10NM

2100 STF

ELEV 332



449+

CATEGORY	A	B	C	D
CIRCLING	920-1	588 (600-1)	920-1½ 588 (600-1½)	920-2 588 (600-2)

REIL Rwy 36  
HIRL Rwy 18-36

WAAS CH 50419	APP CRS 180°	Rwy Idg 4170
		TDZE 333
		Apt Elev 333

# RNAV (GPS) RWY 18

STARKVILLE/GEORGE M. BRYAN (STF)

**T** Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (-5°F) or above 48°C (118°F).  
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA/MDA 40 feet; increase LPV visibility all Cts, and Circling visibility Cat C  $\frac{1}{4}$  mile.

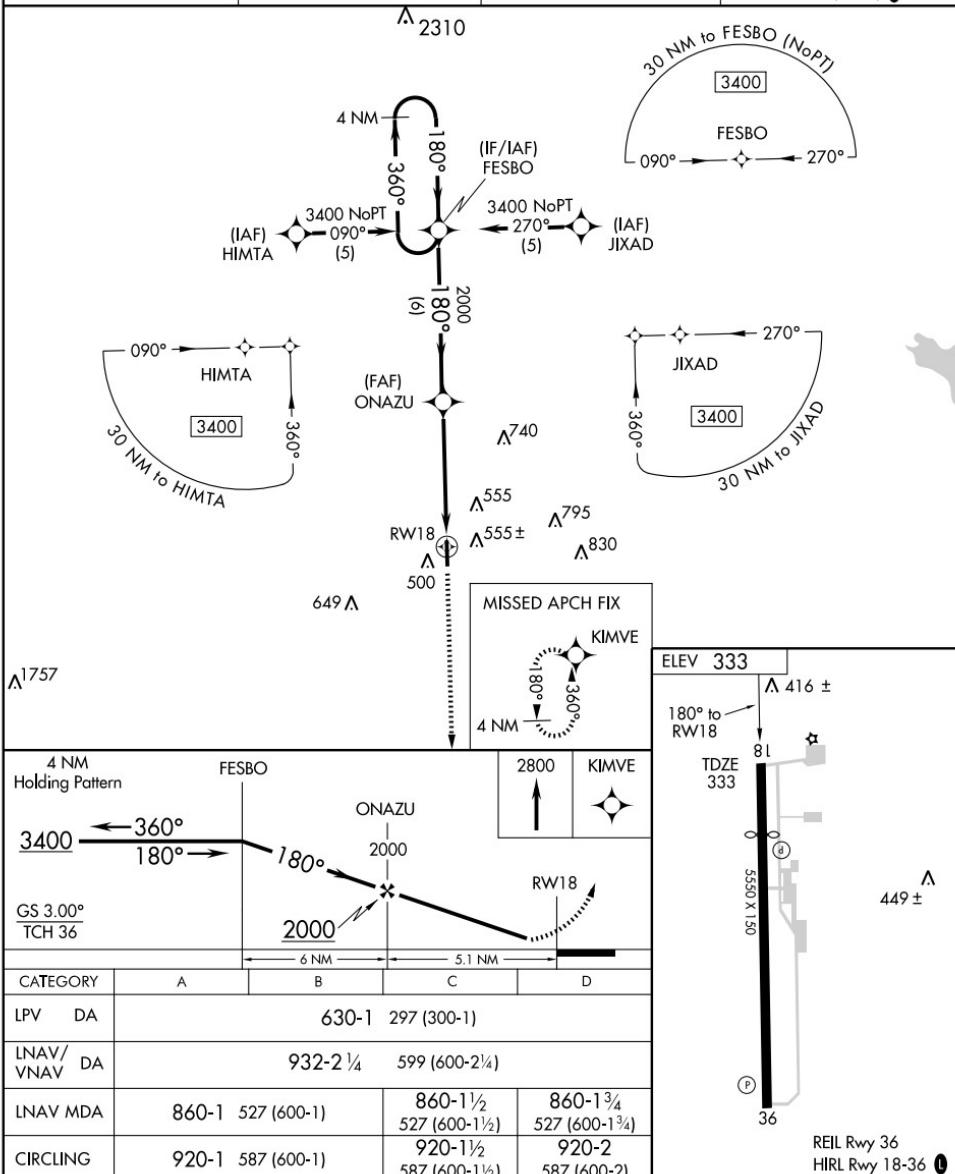
MISSED APPROACH: Climb to 2800 direct KIMVE and hold.

AWOS-3 118.975
-------------------

COLUMBUS APP CON *
135.6
323.275

CNC DEL 126.25
-------------------

UNICOM 122.7 (CTAF)
------------------------



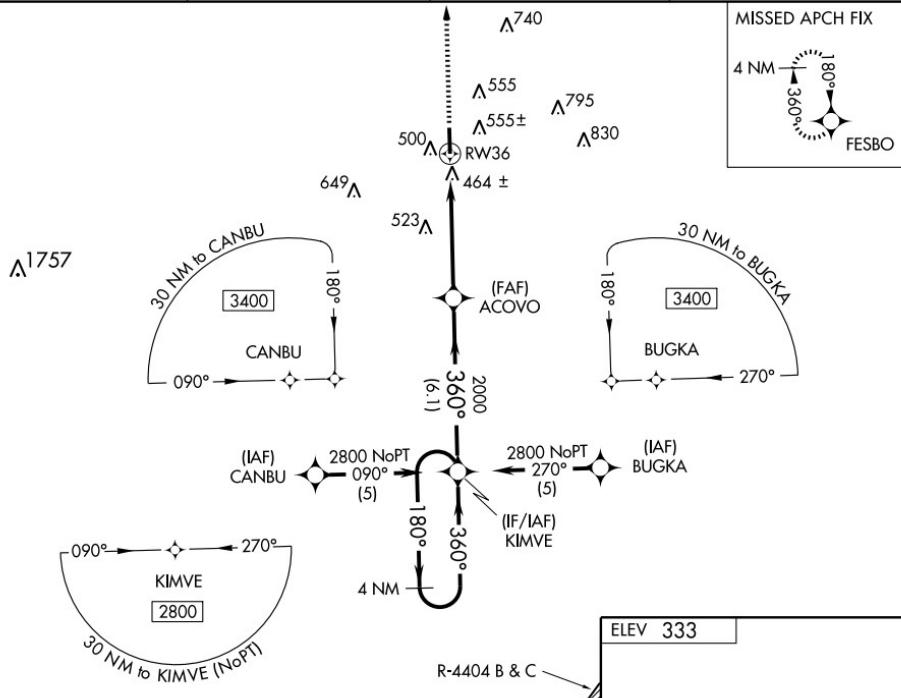
# RNAV (GPS) RWY 36

STARKVILLE/GEORGE M. BRYAN (STF)

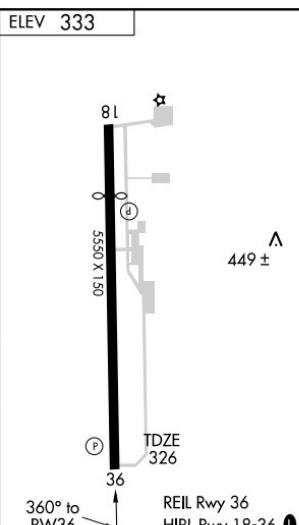
WAAS CH 53604 W36A	APP CRS 360°	Rwy Idg 5550 TDZE 326 Apt Elev 333
--------------------------	-----------------	--

- T** Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
- A NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA/MDA 40 feet; increase LNAV/VNAV visibility all Cats and Circling Cat C visibility 1/4 mile. VDP NA when using Golden Triangle Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb-in-hold to 3400.

AWOS-3  
118.975COLUMBUS APP CON \*  
135.6 323.275CLNC DEL  
126.25UNICOM  
122.7 (CTAF) 0

CATEGORY	A	B	C	D
LPV DA	526-3/4	200 (200-3/4)		
LNAV/ VNAV DA		771-1½ 445 (500-1½)		
LNAV MDA	760-1 434 (500-1)	760-1½ 434 (500-1½)	760-1½ 434 (500-1½)	
CIRCLING	920-1 587 (600-1)	920-1½ 587 (600-1½)	920-2 587 (600-2)	



**OKTIBBEHA** (M51) 7 NE UTC-6(-5DT) N33°29.85' W88°40.88'

250 S4 NOTAM FILE GWO

**RWY 13-31:** 2700X150 (TURF)

**RWY 13:** Trees **RWY 31:** Trees

**RWY 18-36:** 2200X150 (TURF)

**RWY 18:** Trees. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 13-31 marked by mowing and white jugs 75' apart. Rwy 18-36 marked by mowing and white jugs 75' apart. UNICOM OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

(R) **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z‡ Mon-Fri, 1600-2300Z‡ Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1

**COLUMBUS CLNC DEL** 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

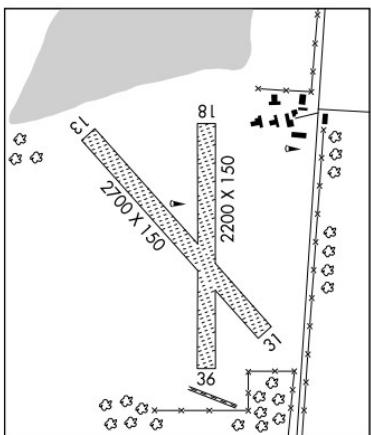
**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 271°8.5 NM to fld. 240/04E. HIWAS.

MEMPHIS

L-18G

IAP



### STENNIS INTL (See BAY ST LOUIS)

**TALLAHALA** N31°41.25' W89°11.39' NOTAM FILE GWO.

NDB (MHW) 346 THJ 135° 1.2 NM to Hesler-Noble Fld.

NEW ORLEANS

L-22G

**TEOCK** N33°35.52' W90°05.06' NOTAM FILE GWO.

NDB (LOM) 349 GW 178° 5.8 NM to Greenwood-Leflore.

MEMPHIS

L-18G

### THIGPEN FLD (See BAY SPRINGS)

**TISHOMINGO CO** (See BELMONT)

**TLOTT** N30°32.89' W88°33.19' NOTAM FILE PQL.

NDB (LOM) 209 PQ 165° 5.3 NM to Trent Lott Intl.

NEW ORLEANS

### TRENT LOTT INTL (See PASCAGOULA)

## TUNICA

**TUNICA** (30M) 2 S UTC-6(-5DT) N34°40.01' W90°22.01'

195 S2 FUEL 100LL, JET A NOTAM FILE GWO

MEMPHIS

**RWY 01-19:** 2508X80 (ASPH-TURF)

**RWY 01:** Thld dispclcd 108'.

**AIRPORT REMARKS:** Attended dalgt hrs. Telephone, taxi and courtesy car avbl. Rwy 01-19 southern 1800 ft X 14 ft center portion of rwy is asph. Apron areas deteriorating.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**TUNICA MUNI** (UTA) 1 E UTC-6(-5DT) N34°41.10' W90°20.87'

194 B S4 FUEL 100LL, JET A OX 1,3 Class I, ARFF Index B NOTAM FILE GWO

MEMPHIS

**RWY 17-35:** H8500X150 (ASPH-GRVD) S-94, D-215, 2T-510, 2D-460, 2D/2D2-720 HIRL

H-6J, L-18G

**RWY 17:** ODALS.

IAP

**RWY 35:** MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Public phone 662-363-9956. Large flocks of geese invof arpt Nov-Feb.

Agricultural acft activity invof the arpt during daylight hours all days. 24 hr PPR for commercial flts over 60 seats. Rwy 35 designated calm wind rwy. Twy N clsd indef. ACTIVATE HIRL Rwy 17-35 and MALSR Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (662) 363-1652.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**MEMPHIS APP/DEP** 119.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.

**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 221° 26.7 NM to fld. 360/01E.

**ILS/DME** 110.95 I-UTA Chan 46(Y) Rwy 35. Class IE.

LOC/DME I-UTA  
**110.95**  
Chan 46(Y)

APP CRS  
**347°**

Rwy Idg  
**8500**  
TDZE  
**194**  
Apt Elev  
**194**

# ILS or LOC RWY 35

TUNICA MUNI (UTA)

▼ If local altimeter setting not received, use Memphis altimeter setting and increase all DH/MDAs 100 feet.  
 ▲ VDP NA with Memphis altimeter setting.

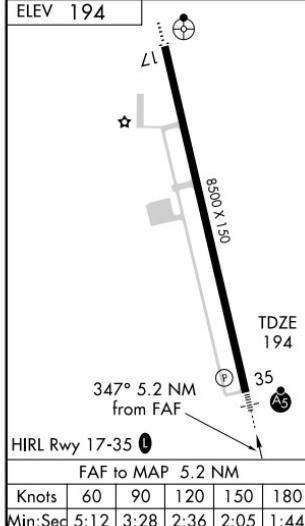
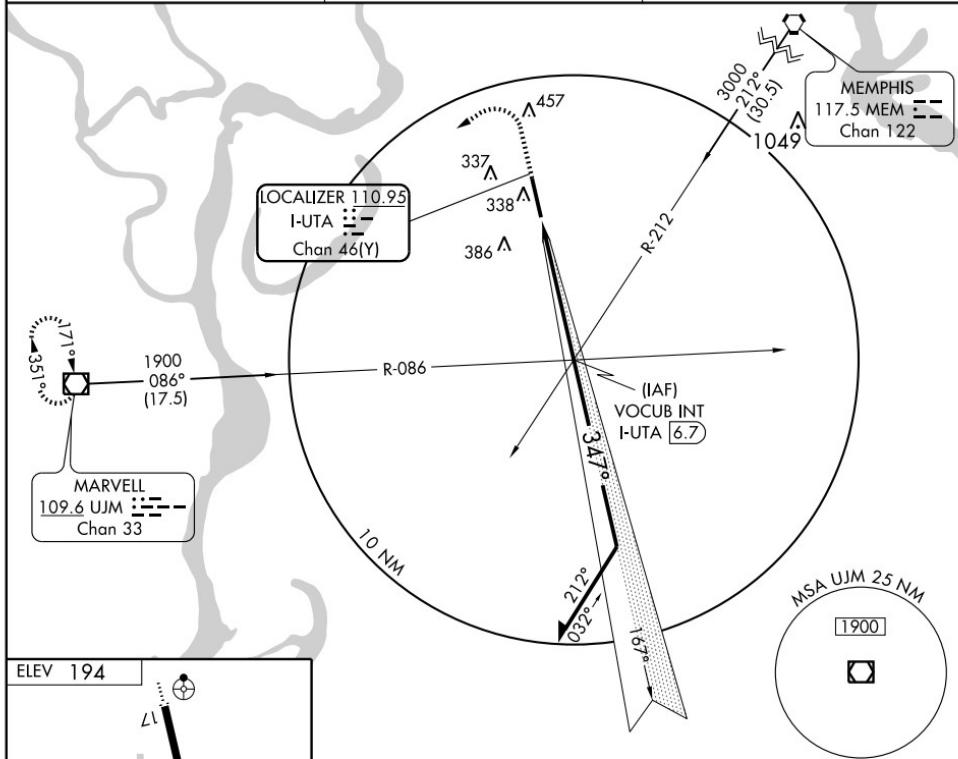


MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3  
**118.075**

MEMPHIS APP CON  
**119.1 291.6**

UNICOM  
**123.0 (CTAF) 0**



# RNAV (GPS) RWY 17

TUNICA MUNI (UTA)

WAAS CH 56212 W17A	APP CRS 167°	Rwy Idg 8500 TDZE 194 Apt Elev 194
--------------------------	-----------------	--

DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Memphis Int'l altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LNAV Cat C and D and Circling Cat C visibility  $\frac{1}{4}$  mile.  
VDP NA when using Memphis Int'l altimeter setting.

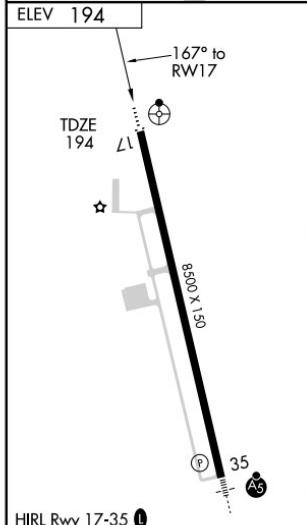
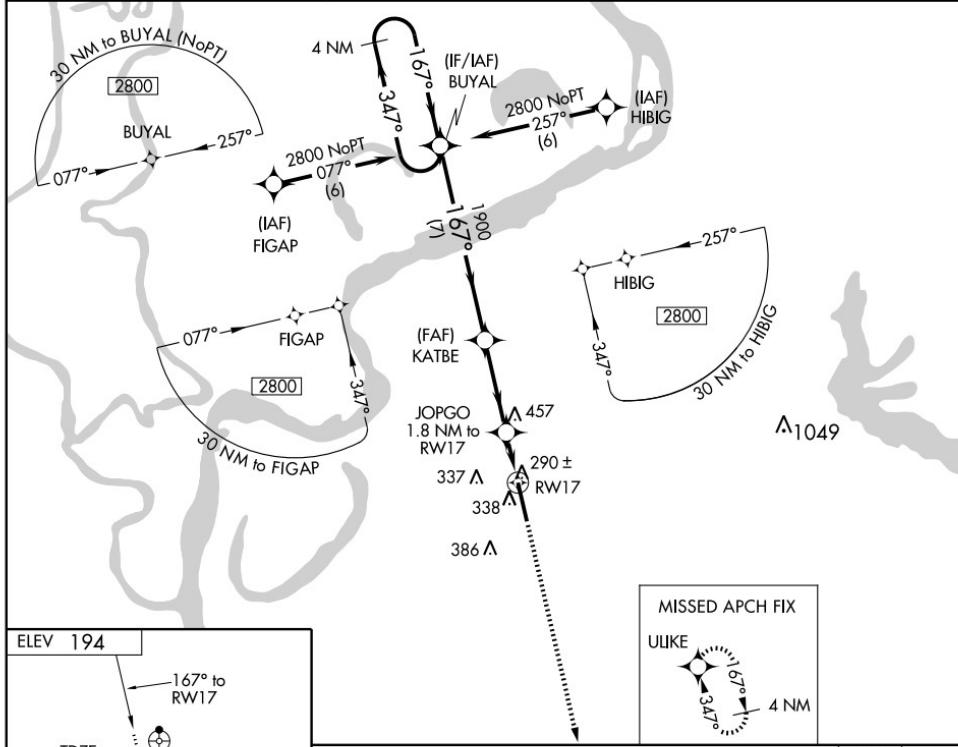
ODALS

**MISSSED APPROACH:** Climb to 2800 direct ULIKE and hold.

AWOS-3  
118.075

MEMPHIS APP CON  
119.1 291.6

UNICOM  
123.0 (CTAF) 0



# RNAV (GPS) RWY 35

## TUNICA MUNI (UTA)

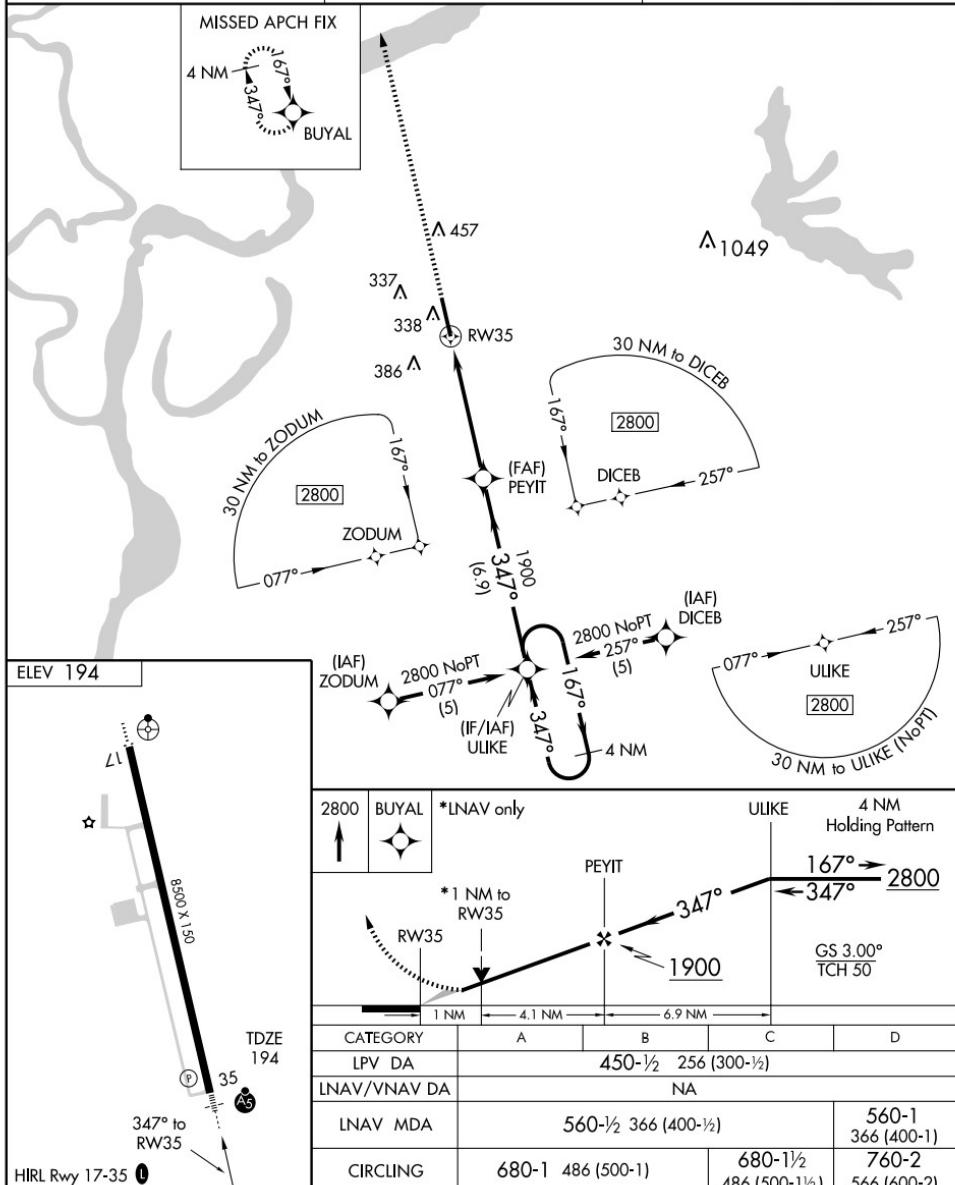
WAAS CH 60912 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev	8500 194 194
--------------------------	-----------------	-----------------------------	--------------------

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Memphis altimeter setting and increase all DA/MDAs 100 feet, VDP NA when using Memphis altimeter setting.  
 ▲ For inoperative MALSR, increase LPV all Cat's visibility to  $\frac{3}{4}$  and LNAV Cat D visibility to  $1\frac{1}{4}$ .

MALSR



MISSED APPROACH: Climb to 2800 direct BUYAL and hold.

AWOS-3  
118.075MEMPHIS APP CON  
119.1 291.6UNICOM  
123.0 (CTAF) 0



**TUNNG** N34°23.11' W89°37.56' NOTAM FILE GWO.  
**NDB (LOM) 426 UV** 089° 4.4 NM to University-Oxford.

MEMPHIS  
L-18G

**TUPELO RGNL** (TUP)(KTUP) CIV/MIL/P/ANG 3 W UTC-6(-5DT) N34°16.09' W88°46.19'  
 346 B S4 FUEL 100LL, JET A, A+, A1+ ARFF Index—See Remarks NOTAM FILE TUP  
**RWY 18-36:** H6500X150 (ASPH-GRVD) S-90, D-135, 2D-150 HIRL  
**RWY 18:** REIL, PAPI(P4L)—GA 3.0° TCH 45'. **RWY 36:** MALSR.

MEMPHIS  
H-6J, L-18G  
DIAP, AD

**MILITARY SERVICE:** FUEL A+ (NC-100, 100LL, A1+) (Weekdays  
 1200-0200Z‡, weekends 1400-0200Z‡, C662-823-4359).

**AIRPORT REMARKS:** Attended 1200-0400Z‡. Helicopter ops all hrs 700'  
 AGL East of Rwy 18-36 contact CTAF for advisories. Helicopter  
 parking and refueling—ctc FBO on 128.85. Air carrier ramp  
 restricted to air carrier ops except with PPR call apt manager  
 Mon-Fri 1400-2300Z‡; 662-841-6570 ext. 8. Class I, ARFF Index  
 A, PPR for unscheduled air carrier ops with more than 30 passenger  
 seats call apt manager 662-841-6570 ext. 8. Scheduled air  
 carrier ops using acft with more than 9 passenger seats are not  
 authorized in excess of 15 minutes before or after scheduled arrival  
 or departure times without prior coordination with apt manager and  
 confirmation that ARFF svcs are avbl prior to ldf or tkf. Index B ARFF  
 equipment avbl. ACTIVATE HIRL Rwy 18-36, MALSR Rwy 36, and  
 REIL Rwy 18—CTAF. PAPI Rwy 18 opr continuously.

**MILITARY REMARKS:** RSTD Helicopter parking and refueling rstd to east end  
 of clsd rwy, ctc FBO on 128.85. Acft ramp rstd to acft ops except  
 with PPR call apt manager C662-841-6570 extension 8. **CAUTION**  
 Helicopter ops all hours 700' AGL east of Rwy 18-36, ctc CTAF.

**ANG** Support facility ops Mon-Fri 1300-2200Z‡ except holidays. Limited parking avbl. No tran fuel. DSN  
 293-3400, C662-891-4400.

**WEATHER DATA SOURCES:** ASOS 133.525 (662) 840-8528.

**COMMUNICATIONS:** CTAF 118.775

RCO 122.5 (GREENWOOD RADIO)

MEMPHIS CENTER APP/DEP CON 128.5 279.55

TOWER 118.775 254.275 (1200-0400Z‡) GND CON 121.825 254.275 ARNG OPS 33.50 241.0

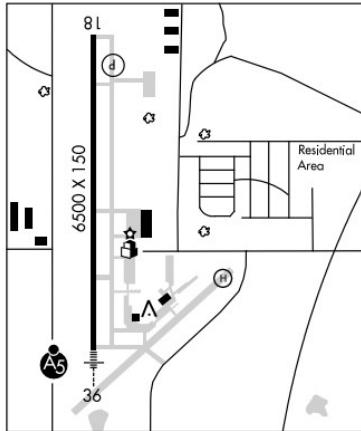
**AIRSPACE:** CLASS D 1200-0400Z‡. Other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

(L) VOR/DME 109.8 OTB Chan 35 N34°13.43' W88°47.84' 023° 3 NM to fld. 360/04E. VOR portion  
 unusable 190°-220°.

VERON NDB (LOM) 420 TU N34°10.82' W88°46.13' 358° 5.3 NM to fld.

ILS/DME 108.5 I-TUP Chan 22 Rwy 36. Class IA. LOM VERON NDB. ILS unmonitored  
 0500-1100Z‡. ILS unusable 25° right of course.



## TYLER TOWN

**PAUL PITTMAN MEML** (T36) 3 NW UTC-6(-5DT) N31°08.76' W90°10.09'

NEW ORLEANS  
L-21B, 22F

384 B FUEL 100 NOTAM FILE GWO  
**RWY 18-36:** H3000X60 (ASPH) S-20 MIRL

**RWY 18:** PAPI(P2L)—GA 3.0°. **RWY 36:** PAPI(P2L)—GA 3.0°. Trees.

**AIRPORT REMARKS:** Attended continuously. Fuel avbl 24 hrs with credit card. MIRL Rwy 18-36 preset low ints  
 dusk-dawn; to increase ints ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27' W90°15.49' 151°10.6 NM to fld. 440/03E.  
 HIWAS

**UNIVERSITY-OXFORD** (See OXFORD)

**VERON** N34°10.82' W88°46.13' NOTAM FILE TUP.

NDB (LOM) 420 TU 358° 5.3 NM to Tupelo Rgnl.

MEMPHIS  
L-18G

VOR/DME OTB	APCH CRS	Rwy Idg	N/A
109.8	061°	TDZE	N/A
Chan 35		Arpt Elev	346

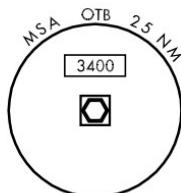
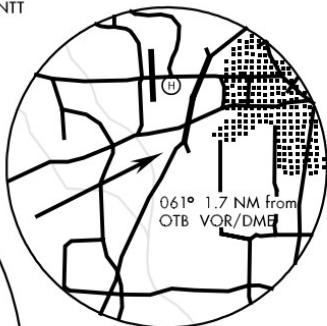
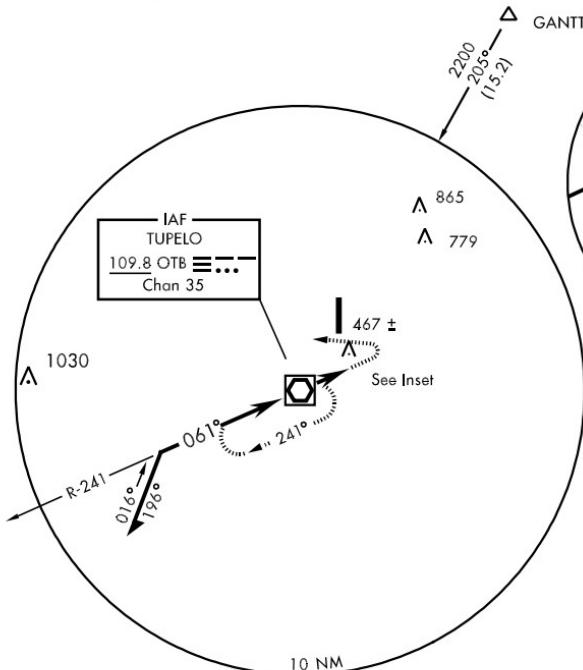
APCH CRS	Rwy Idg	N/A
061°	TDZE	N/A
	Arpt Elev	346

AL-854 [USA]

TUPELO REGIONAL (KTUP)

▲ NA

MISSSED APPROACH: Climbing left turn to 2200 direct to OTB VOR/DME and hold.

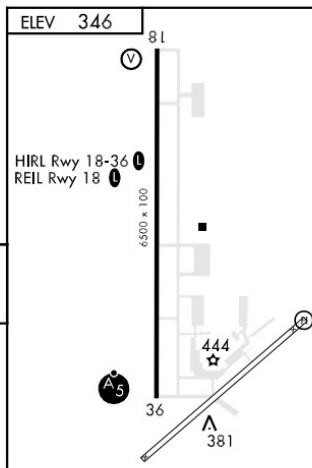
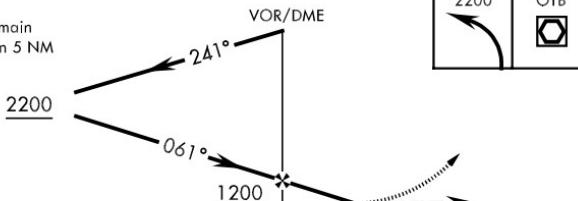
MEMPHIS CENTER  
128.5 279.55TUPELO TOWER ★  
118.775 (CTAF) 0 254.275GND CON  
121.825 254.275ASOS  
133.525

## RADAR REQUIRED

## COPTER ONLY

From MAP proceed visually Northeast along NATCHEZ TRACE PARKWAY to airport

Remain within 5 NM



TUPELO, MISSISSIPPI

34°16'N-88°46'W

TUPELO REGIONAL (KTUP)

Amdt 5A 09071

COPTER VOR 061°

CATEGORY	COPTER				
H-061°	740-1	370	(400-1)		

Knots	45	60	75	90	105
Min:Sec	2:16	1:42	1:22	1:08	:59

LOC/DME I-TUP <u>108.5</u> Chan 22	APP CRS <u>359°</u>	Rwy Idg TDZE Apt Elev	6500 346 346
--	------------------------	-----------------------------	--------------------

**ILS or LOC RWY 36  
TUPELO RGNL (TUP)**

**A** ADF or RADAR REQUIRED. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet, and, increase S-LOC 36 Cats C and D visibility  $\frac{1}{2}$  mile and Circling Cat D  $\frac{1}{4}$  mile. For inoperative MALSR when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats visibility  $\frac{1}{2}$  mile.

MALSR  
A5

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2200 direct QTB VOR/DME and hold

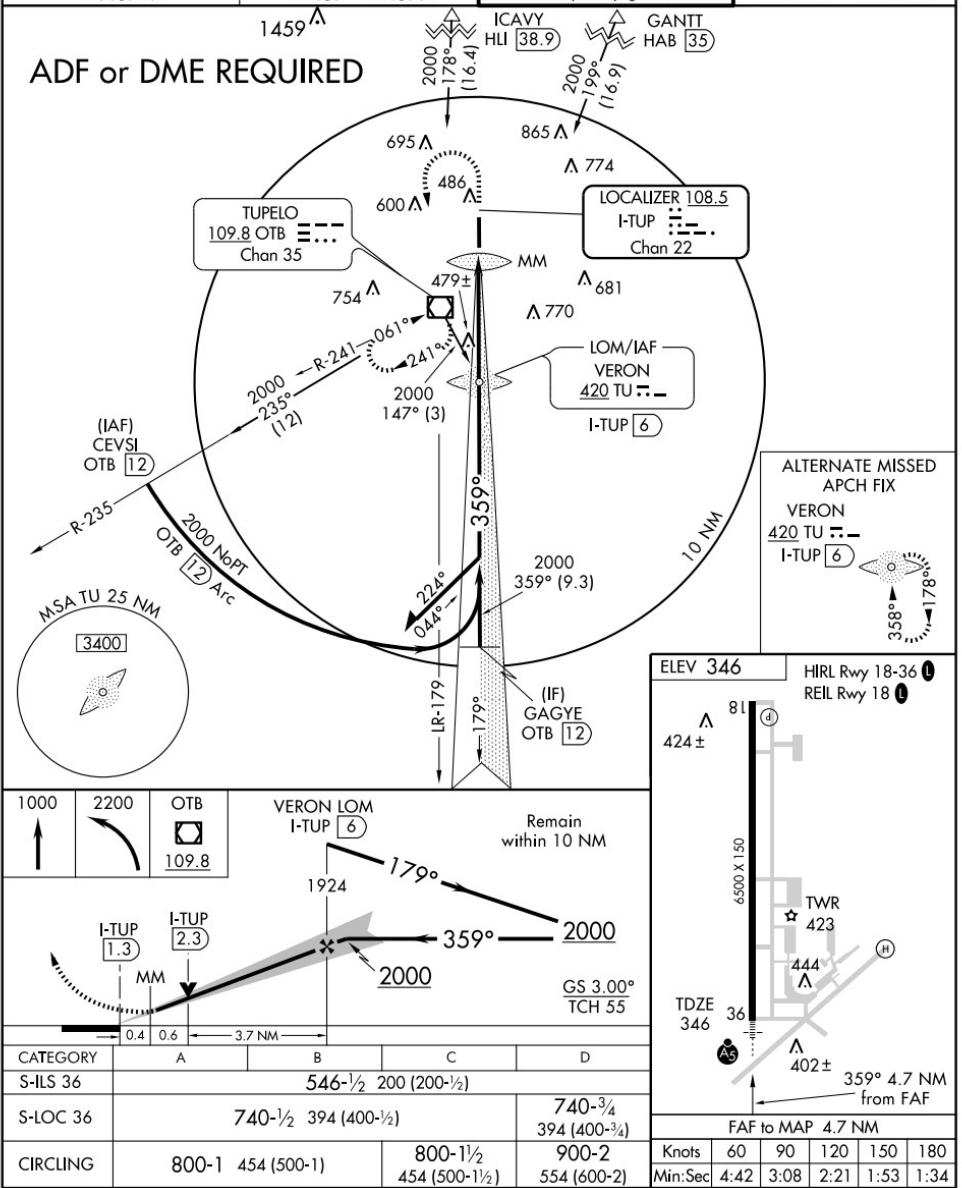
ASOS  
133.525

**MEMPHIS CENTER**  
**128.5 279.55**

TUPELO TOWER ★  
18.775 (CTAF) 254.275

GND CON  
21.825 254.275

**ADF or DME REQUIRED**



LOM TU <b>420</b>	APP CRS <b>358°</b>	Rwy Idg <b>6500</b> TDZE <b>346</b> Apt Elev <b>346</b>
----------------------	------------------------	--

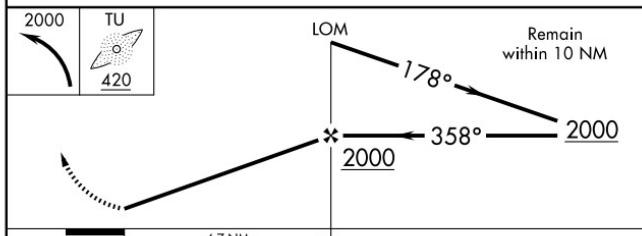
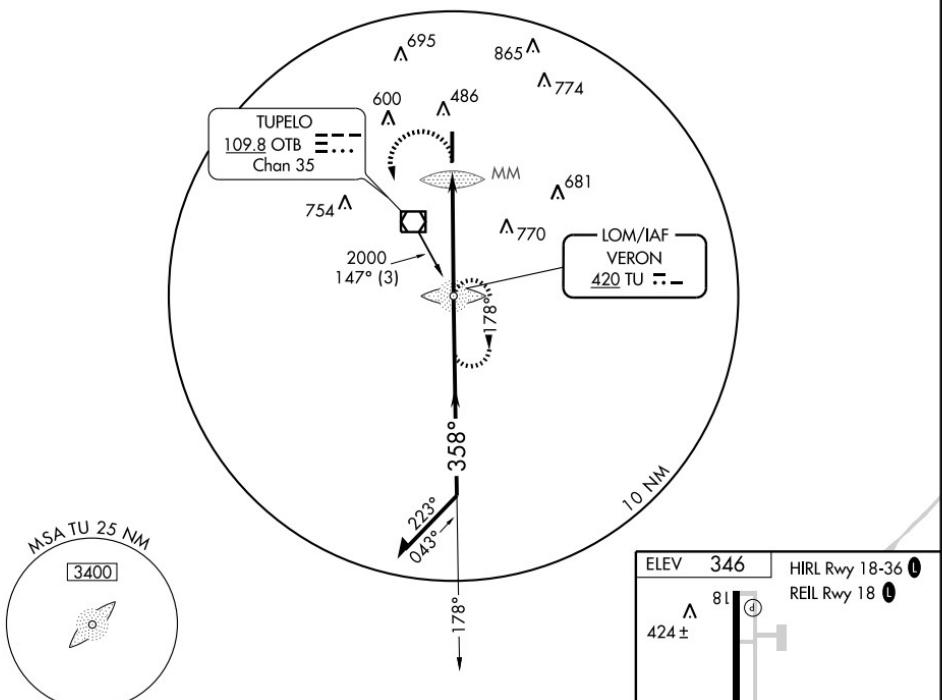


MISSSED APPROACH: Climbing left turn to 2000 direct TU LOM and hold.

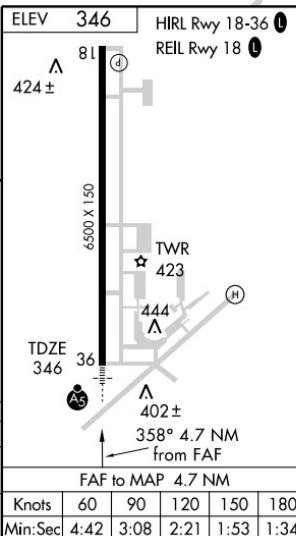
ASOS  
**133.525**MEMPHIS CENTER  
**128.5 279.55**TUPELO TOWER★  
**118.775 (CTAF) 0 254.275**GND CON  
**121.825 254.275**

A 1459

RADAR REQUIRED



CATEGORY	A	B	C	D
S- 36		780-¾ 434 (500-¾)		780-1¼ 434 (500-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-½)	900-2 554 (600-2)



# RNAV (GPS) RWY 18

TUPELO RGNL (TUP)

WAAS CH 77712 W18A	APP CRS 179°	Rwy Idg 6500 TDZE 344 Apt Elev 346
--------------------------	-----------------	--

▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LPV all Cats.  $\frac{1}{2}$  mile, LNAV/VNAV all Cats.  $\frac{1}{4}$  mile, LNAV Cat. C  $\frac{1}{2}$  mile, Cat. D  $\frac{1}{4}$  mile and Circling Cat.  $\frac{1}{4}$  mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-15^{\circ}\text{C}$  ( $5^{\circ}\text{F}$ ) or above  $48^{\circ}\text{C}$  ( $118^{\circ}\text{F}$ ). Baro VNAV and VDP NA when using Columbus AFB altimeter setting.

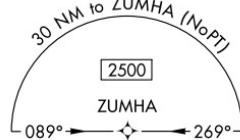
MISSED APPROACH: Climb to 3500 direct ARMRR and hold, continue climb-in-hold to 3500.

ASOS  
133.525

MEMPHIS CENTER  
128.5 279.55

TUPELO TOWER\*  
118.775 (CTAF) 0 254.275

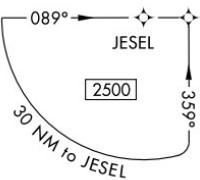
GND CON  
121.825 254.275



4 NM  
179°  
359°  
(IF/IAF)  
ZUMHA

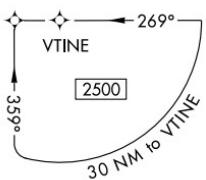
(IAF)  
JESEL

A 1459



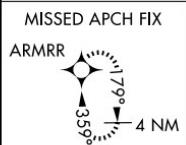
2500 NoPT 089° (5)  
2500 NoPT 269° (5)  
269°

2000  
(6.1)  
179°



(FAF)  
BONND

695 A  
600 A  
486 A  
754 A  
RW18  
770 A  
774 A  
865 A  
681 A



3500 ARMRR

VGSi and RNAV glidepath not coincident.

\*LNAV only.

\*1.1 NM to RW18

BONND

RW18

1.1 NM

3.9 NM

6.1 NM

ZUMHA 4 NM Holding Pattern

359° → 2500

GS 3.00°  
TCH 50

CATEGORY

A

B

C

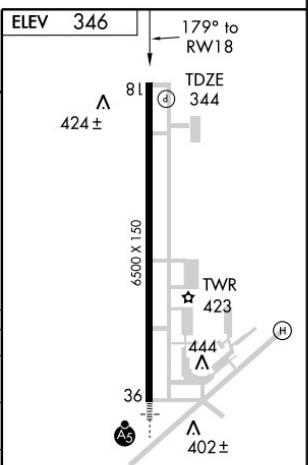
D

LPV DA 634-1 290 (300-1)

LNAV/  
VNAV DA 757-1½ 413 (500-1½)

LNAV MDA 740-1 396 (400-1) 740-1¼  
396 (400-1¼)

CIRCLING 800-1 454 (500-1) 800-1½  
454 (500-1½) 900-2  
554 (600-2)



HIRL Rwy 18-36 0  
REIL Rwy 18 0

WAAS CH 93712 W36A	APP CRS 359°	Rwy Idg 6500 TDZE 346 Apt Elev 346
--------------------------	-----------------	--

# RNAV (GPS) RWY 36

TUPELO RGNL (TUP)

**A** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LNAV/VNAV all Cat. visibility  $\frac{1}{4}$  mile, LNAV Cat. C  $\frac{1}{2}$  mile, Cat. D  $\frac{1}{4}$  mile and Circling Cat. D  $\frac{1}{4}$  mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For inoperative MALSR when using Columbus AFB altimeter setting, increase LPV all Cat. visibility  $\frac{1}{2}$  mile, and LNAV Cat. D visibility  $\frac{1}{4}$  mile.



MISSED APPROACH:  
Climb to 3000 direct  
ZUMHA and hold.

ASOS  
133.525

MEMPHIS CENTER  
128.5 279.55

TUPELO TOWER\*  
118.775 (CTAF) 0 254.275

GND CON  
121.825 254.275

1005 A

695 A

774 A

600 A

486 A

681 A

754 A

479± A

770 A

RW36

411± A

(FAF) COMBT

2000

16.1

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

359°

2000

# VOR/DME RWY 18

TUPELO RGNL (TUP)

VOR/DME OTB <b>109.8</b> Chan 35	APP CRS <b>198°</b>	Rwy Idg <b>6500</b> TDZE <b>345</b> Apt Elev <b>346</b>
--	------------------------	---

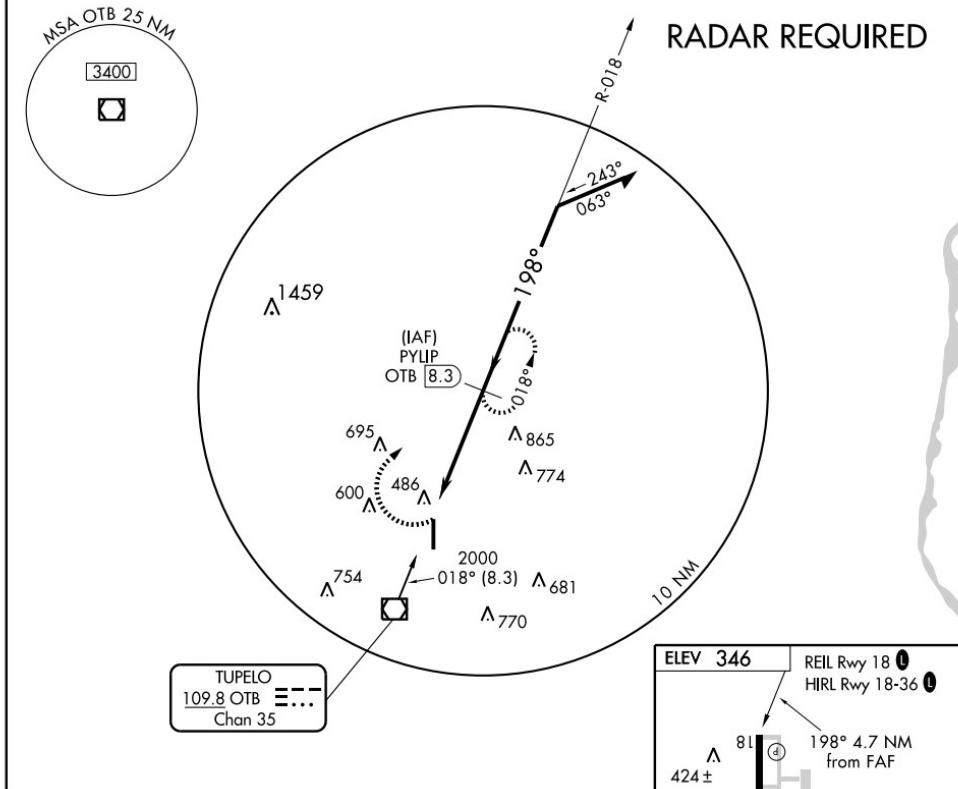
MISSED APPROACH: Climbing right turn to 2000 via OTB R-018 to PYLIP 8.3 DME and hold.

ASOS  
**133,525**

MEMPHIS CENTER  
**128.5 279.55**

TUPELO TOWER ★  
**118,775 (CTAF) 0 254,275**

GND CON  
**121,825 254,275**



2000	OTB R-018
PYLIP OTB [8.3]	

PYLIP OTB [8.3]

Remain within 10 NM

CATEGORY	A	B	C	D
S-18	740-1 395 (400-1)			740-1½ 395 (400-1½)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

**VICKSBURG MUNI** (VKS) 7 SW UTC-6(-5DT) N32°14.36' W90°55.71'

106 B S4 FUEL 100LL, JET A LRA NOTAM FILE GWO

RWY 01-19: H5000X100 (ASPH) S-30, D-50, 2D-90 MIRL

RWY 01: Thld dsplcd 300'. Trees. RWY 19: Thld dsplcd 480'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z‡. ACTIVATE MIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

(R) MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 243° 41.9 NM to fld. 360/05E.

**VICKSBURG TALLULAH RGNL** (See TALLULAH/VICKSBURG, LA)

**VORTEX HELIPORT** (See LONG BEACH)

**WATER VALLEY MUNI** (33M) 3 NW UTC-6(-5DT) N34°10.01' W89°41.17'

270 B NOTAM FILE GWO

RWY 15-33: H3000X50 (ASPH) S-20 LIRL

RWY 15: Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended on call. For part time attendant call 662-473-7676. Large flocks of ducks over lake.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 192° 37.3 NM to fld. 630/03E.

**WAYNESBORO MUNI** (2RØ) 2 S UTC-6(-5DT) N31°38.76' W88°38.09'

164 B FUEL 100LL NOTAM FILE GWO

RWY 02-20: H5000X75 (ASPH) S-15 MIRL

RWY 02: PAPI (P2L). Trees. RWY 20: PAPI (P2L). Thld dsplcd 665'. Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z‡. For arpt attendant after hrs call 601-735-9282, cell number 601-381-5038/5039. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

GREENE CO (H) VORTACW 115.7 GCV Chan 104 N31°05.88' W88°29.17' 342° 33.7 NM to fld. 300/05E.

**WEST DELTA** DLP N29°07.28' W89°32.83'

AWOS-3 120.425

L-21B, 22G, GOMC

L-18G, GOMC

MEMPHIS

L-18G

IAP

**WEST POINT**

**McCHAREN FLD** (M83) 2 S UTC-6(-5DT) N33°35.04' W88°40.00'

205 B NOTAM FILE GWO

RWY 18-36: H3850X75 (ASPH) S-30, D-36 MIRL

RWY 18: Thld dsplcd 392'. Tree.

RWY 36: Road.

AIRPORT REMARKS: Unattended. Public phone avbl 662-494-9854.

MIRL Rwy 18-36 opr dusk-0400Z‡, after 0400Z‡

ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

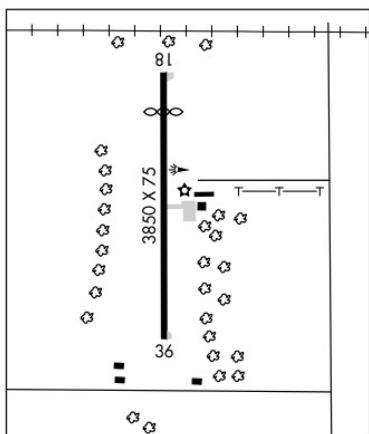
(R) COLUMBUS APP/DEP CON 135.6 (1300-0100Z‡ Mon-Fri, 1600-2300Z‡ Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 304° 9.7 NM to fld. 240/04E. HIWAS.



**RNAV (GPS) RWY 1**  
VICKSBURG MUNI (VKS)

**T** DME/DME RNP-0.3 NA. VDP NA when using Vicksburg Tallulah Regional altimeter setting. Obtain local altimeter setting on CTA; when not received, use Vicksburg Tallulah Regional altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3000 direct TALPY and hold.

MEMPHIS CENTER  
**132-5 259-1**

**UNICOM  
122.8 (CTAF) 0**

ELEV 100

Rwy 1 Idg 4700'  
Rwy 19 Idg 4520

TDZ  
103

005° to  
RW01

MIRL Rwy 1-19 L

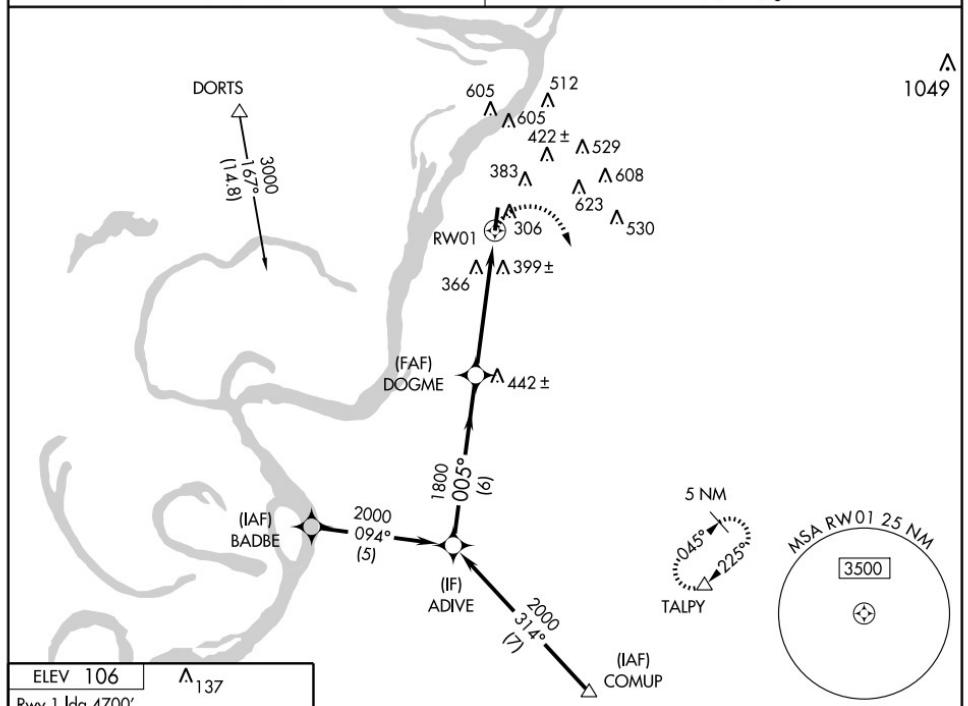
VICKSBURG, MISSISSIPPI

Orig 07186

32°14'N-90°56'W

**VICKSBURG MUNI (VKS)**

VICKSBURG MUNI (VKS)  
**RNAV (GPS) RWY 1**



NAV MDA	660-1 557 (600-1)	660-1½ 557 (600-1½)	660-1¾ 557 (600-1¾)
CIRCLING	700-1 594 (600-1)	700-1½ 594 (600-1½)	1060-3 954 (1000-3)

## VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS

NAV MDA	680-1 577 (600-1)	680-1½ 577 (600-1½)	680-1¾ 577 (600-1¾)
CIRCLING	740-1 634 (700-1)	740-1¾ 634 (700-1¾)	1100-3 994 (1000-3)

**VICKSBURG MUNI** (VKS) 7 SW UTC-6(-5DT) N32°14.36' W90°55.71'

106 B S4 FUEL 100LL, JET A LRA NOTAM FILE GWO

RWY 01-19: H5000X100 (ASPH) S-30, D-50, 2D-90 MIRL

RWY 01: Thld dsplcd 300'. Trees. RWY 19: Thld dsplcd 480'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z‡. ACTIVATE MIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

(R) MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 243° 41.9 NM to fld. 360/05E.

**VICKSBURG TALLULAH RGNL** (See TALLULAH/VICKSBURG, LA)

**VORTEX HELIPORT** (See LONG BEACH)

**WATER VALLEY MUNI** (33M) 3 NW UTC-6(-5DT) N34°10.01' W89°41.17'

270 B NOTAM FILE GWO

RWY 15-33: H3000X50 (ASPH) S-20 LIRL

RWY 15: Trees. RWY 33: Trees.

AIRPORT REMARKS: Attended on call. For part time attendant call 662-473-7676. Large flocks of ducks over lake.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 192° 37.3 NM to fld. 630/03E.

**WAYNESBORO MUNI** (2RØ) 2 S UTC-6(-5DT) N31°38.76' W88°38.09'

164 B FUEL 100LL NOTAM FILE GWO

RWY 02-20: H5000X75 (ASPH) S-15 MIRL

RWY 02: PAPI (P2L). Trees. RWY 20: PAPI (P2L). Thld dsplcd 665'. Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z‡. For arpt attendant after hrs call 601-735-9282, cell number 601-381-5038/5039. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

GREENE CO (H) VORTACW 115.7 GCV Chan 104 N31°05.88' W88°29.17' 342° 33.7 NM to fld. 300/05E.

**WEST DELTA** DLP N29°07.28' W89°32.83'

AWOS-3 120.425

L-21B, 22G, GOMC

L-18G, GOMC

MEMPHIS

L-18G

IAP

**WEST POINT**

**McCHAREN FLD** (M83) 2 S UTC-6(-5DT) N33°35.04' W88°40.00'

205 B NOTAM FILE GWO

RWY 18-36: H3850X75 (ASPH) S-30, D-36 MIRL

RWY 18: Thld dsplcd 392'. Tree.

RWY 36: Road.

AIRPORT REMARKS: Unattended. Public phone avbl 662-494-9854.

MIRL Rwy 18-36 opr dusk-0400Z‡, after 0400Z‡

ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

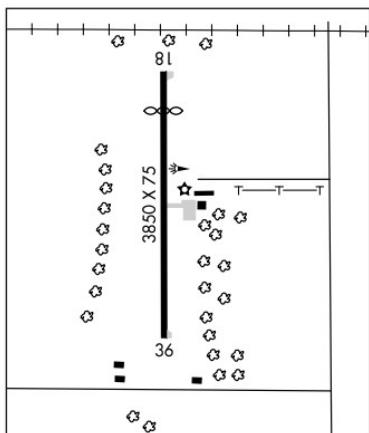
(R) COLUMBUS APP/DEP CON 135.6 (1300-0100Z‡ Mon-Fri, 1600-2300Z‡ Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 304° 9.7 NM to fld. 240/04E. HIWAS.



APP CRS 180°	Rwy Idg 3458
	TDZE 205
	Apt Elev 205

# RNAV (GPS) RWY 18

WEST POINT/MCCHAREN FIELD (M83)

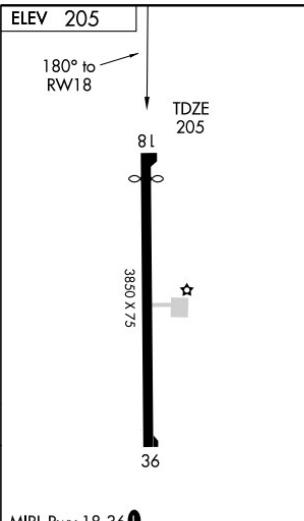
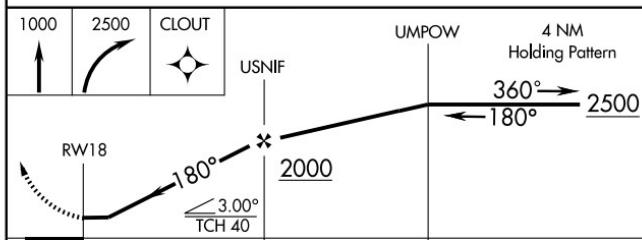
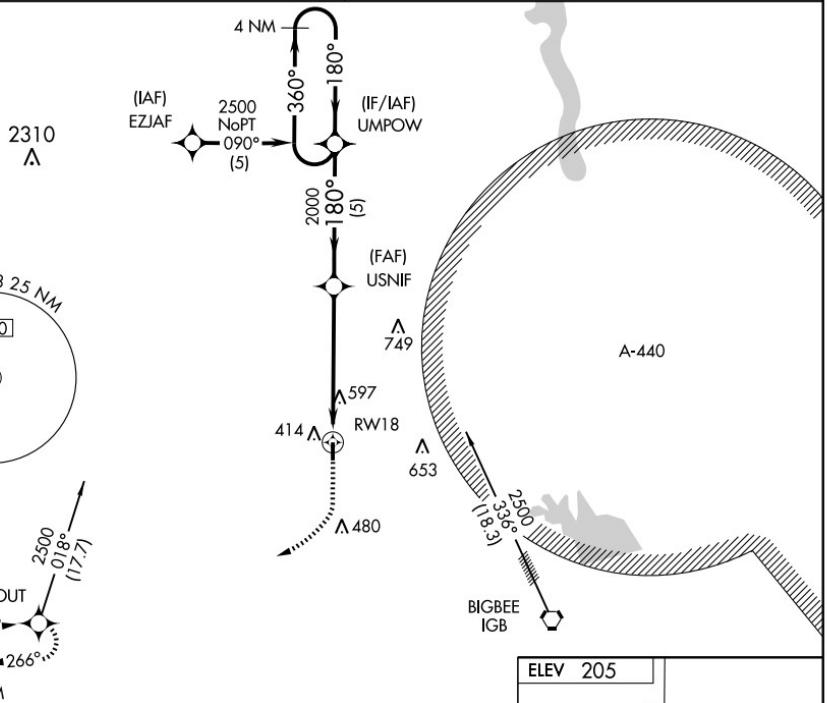
**T** Use Columbus AFB altimeter setting.  
GPS or RNP-0.3 required.

**NA** DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUD and hold.

COLUMBUS APP CON\*  
**135.6 323.275**

CTAF  
**122.9 0**



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	980-1 775 (800-1)	980-1½ 775 (800-1½)	980-2½ 775 (800-2½)	NA
CIRCLING	980-1 775 (800-1)	1020-1½ 815 (900-1½)	1020-2½ 815 (900-2½)	NA

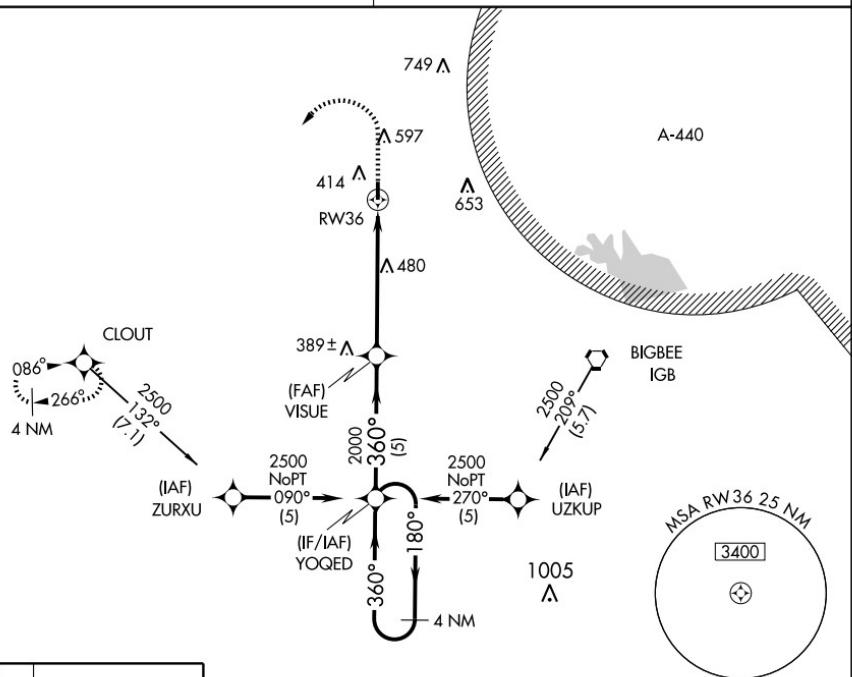
MIRL Rwy 18-36 0

APP CRS	Rwy Idg	3850
360°	TDZE	203
	Apt Elev	205

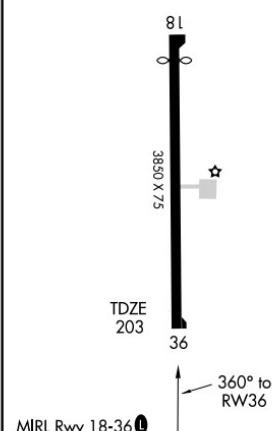
# RNAV (GPS) RWY 36

WEST POINT/MCCHAREN FIELD (M83)

 Use Columbus AFB altimeter setting.  DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUD and hold.
COLUMBUS APP CON * 135.6 323.275	CTAF 122.9 0



ELEV 205



CATEGORY	A	B	C	D
GLS DA		NA		
LNAV/ VNAV DA		NA		
LNAV MDA	760-1 557 (600-1)		760-1½ 557 (600-1½)	NA
CIRCLING	920-1 715 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

VORTAC IGB <b><u>116.2</u></b> Chan 109	APP CRS <b>304°</b>	Rwy Idg TDZE Apt Elev	N/A N/A 205
---	------------------------	-----------------------------	-------------------

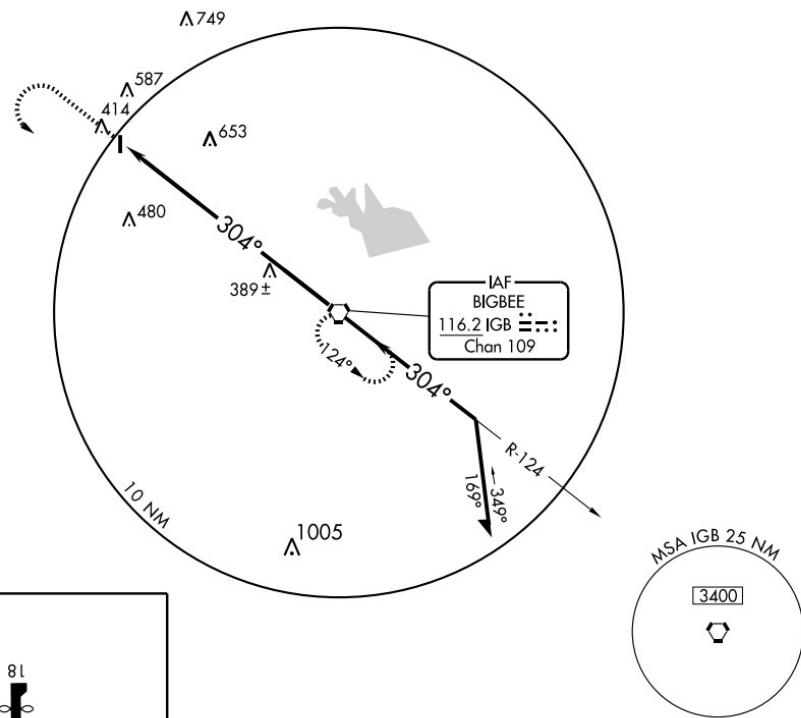
**VOR-A**  
WEST POINT/MCCHAREN FIELD (M83)

**T** Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct IGB VORTAC and hold.

COLUMBUS APP CON ★  
135.6 323.275

CTAF  
122.9 L



ELEV 205

MIRI Rwy 18-36

FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

#### GOLDEN TRIANGLE RGNI ALTIMETER SETTING MINIMUMS

TAS 15 MPH 7.5°						GOLDEN TRIANGLE ROLL ACTIVATION SETTING MINIMUMS				
Knots	60	90	120	150	180	CIRCLING	1040-1	1040-1½	1040-2½	NA
Min-Sec	9:30	6:20	4:45	3:48	3:10		835 (900-1)	835 (900-1½)	835 (900-2½)	

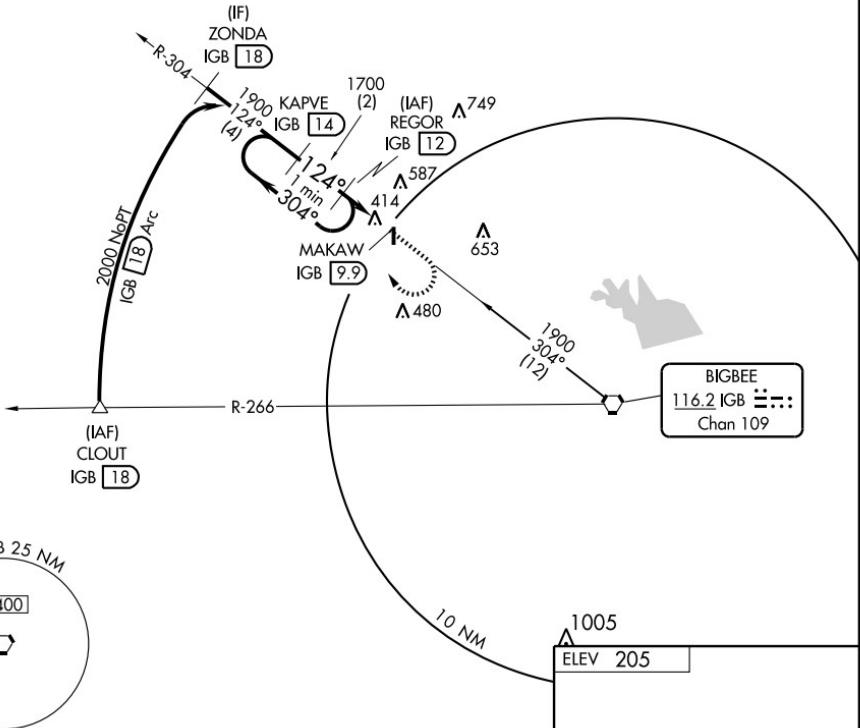
VORTAC IGB <b>116.2</b>	APP CRS <b>124°</b>	Rwy Idg TDZE	<b>N/A</b>
Chan 109		Apt Elev	<b>N/A</b>
			<b>205</b>

**T** Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.  
**A NA**

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR IGB 12 DME and hold.

COLUMBUS APP CON ★  
**135.6 323,275**

CTAF  
**122.9 0**



One Minute Holding Pattern

REGOR  
IGB [12]

1200	1900	REGOR IGB [12]
↑	HDG 352° IGB R-304	

124° 2.1 NM from FAF

1005

ELEV 205

10 NM

**WIGGINS**

**DEAN GRIFFIN MEML** (M24) 1 W UTC-6(-5DT) N30°50.59' W89°09.59'  
 270 B FUEL 100LL NOTAM FILE GWO

**RWY 17-35:** H3000X50 (ASPH) S-20 MIRL

**RWY 17:** PAPI(P2L) Tree. **RWY 35:** PAPI(P2L). Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z\$. Fuel avbl call (601) 766-5341. Rotg bcn and PAPI lghts OTS indef. ACTIVATE MIRL Rwy 17-35—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

**PICAYUNE (L) VOR/DME** 112.2 PCU Chan 59 N30°33.67' W89°43.83' 055° 34 NM to fld. 70/05E.

**NEW ORLEANS**  
 L-21C, 22G

**WINONA-MONTGOMERY CO** (5A6) 1 S UTC-6(-5DT) N33°27.90' W89°43.81'

**MEMPHIS**

363 B S2 FUEL 100LL NOTAM FILE GWO

L-18G

**RWY 03-21:** H4000X60 (ASPH) S-18 MIRL 0.4% up NE

IAP

**RWY 03:** PAPI(P2L)—GA 3.0° TCH 30'. Tree.

**RWY 21:** PAPI(P2L)—GA 3.0° TCH 30'. Trees.

**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Powerplant and airframe repairs avbl in emergency or with prior notice. PAEW adjacent Rwy 03-21 and associated twys. Arpt rotating bcn OTS indef. MIRL opr dusk—0400Z\$. After 0400Z\$ ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 opr continuously.

**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 087° 27.5 NM to fld. 125/03E.

**YAZOO CITY**

**YAZOO CO** (87I) 4 NW UTC-6(-5DT) N32°52.99' W90°27.82'

**MEMPHIS**

104 B S2 FUEL 100LL NOTAM FILE GWO

H-6J, L-18G

**RWY 17-35:** H5000X100 (ASPH) S-30 2D-64 MIRL

IAP

**RWY 17:** PAPI(P2L)—GA 3.0° TCH 35'

**RWY 35:** PAPI(P2L)—GA 3.0° TCH 35'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z\$, Sat 1400-1800Z\$.

Fuel 24 hr credit card svc avbl. Parachute Jumping. Rotating bcn OTS indef. Rwy 35 PAPI OTS indef. MIRL Rwy 17-35 preset low ints; dusk—0400Z\$, after 0400Z\$ to incr intst ACTIVATE—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

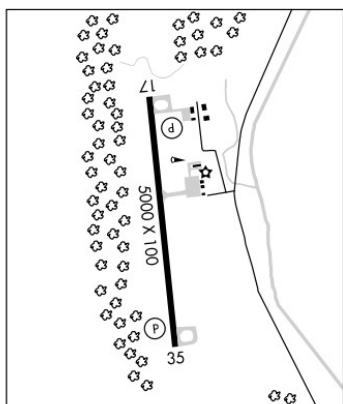
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 321° 27 NM to fld. 360/05E.



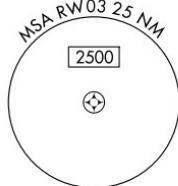
**YAZOO CO** (See YAZOO CITY)

APP CRS 030°	Rwy Idg 4000 TDZE 360 Apt Elev 364
-----------------	--

## RNAV (GPS) RWY 3

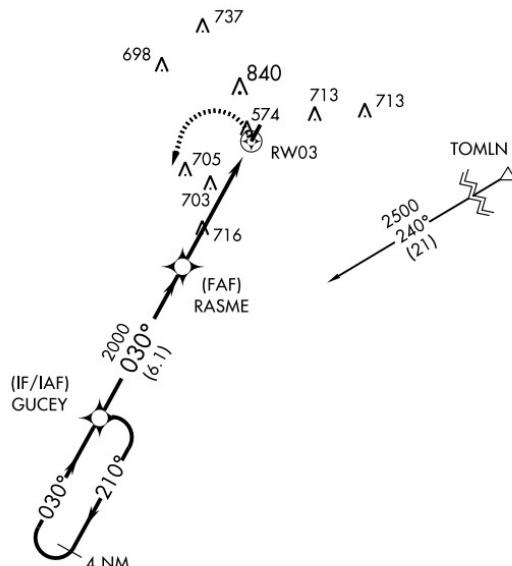
WINONA-MONTGOMERY COUNTY (5A6)

<b>T</b>	Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA.	MISSIED APPROACH: Climbing left turn to 2500 direct GUCEY and hold.
<b>A</b> NA	Procedure NA at night. Circling NA NW of Rwy 3-21.	
GRENADA AWOS <b>118.025</b>	MEMPHIS CENTER <b>128.5 279.55</b>	CTAF <b>122.9 0</b>

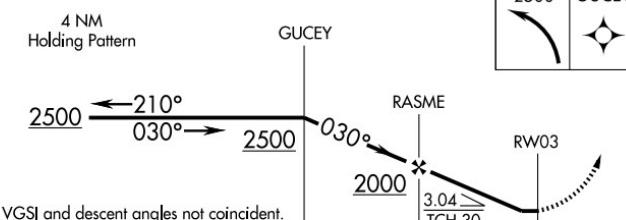


2500 NoPT  
074° (17.1)

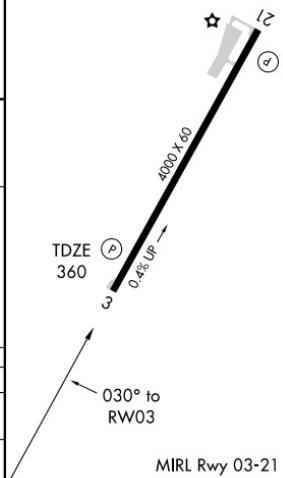
(IAF) ARGUW



ELEV 364



CATEGORY	A	B	C	D
LNAV MDA	1100-1	740 (800-1)	1100-2 740 (800-2)	NA
CIRCLING	1100-1	736 (800-1)	1100-2 736 (800-2)	NA

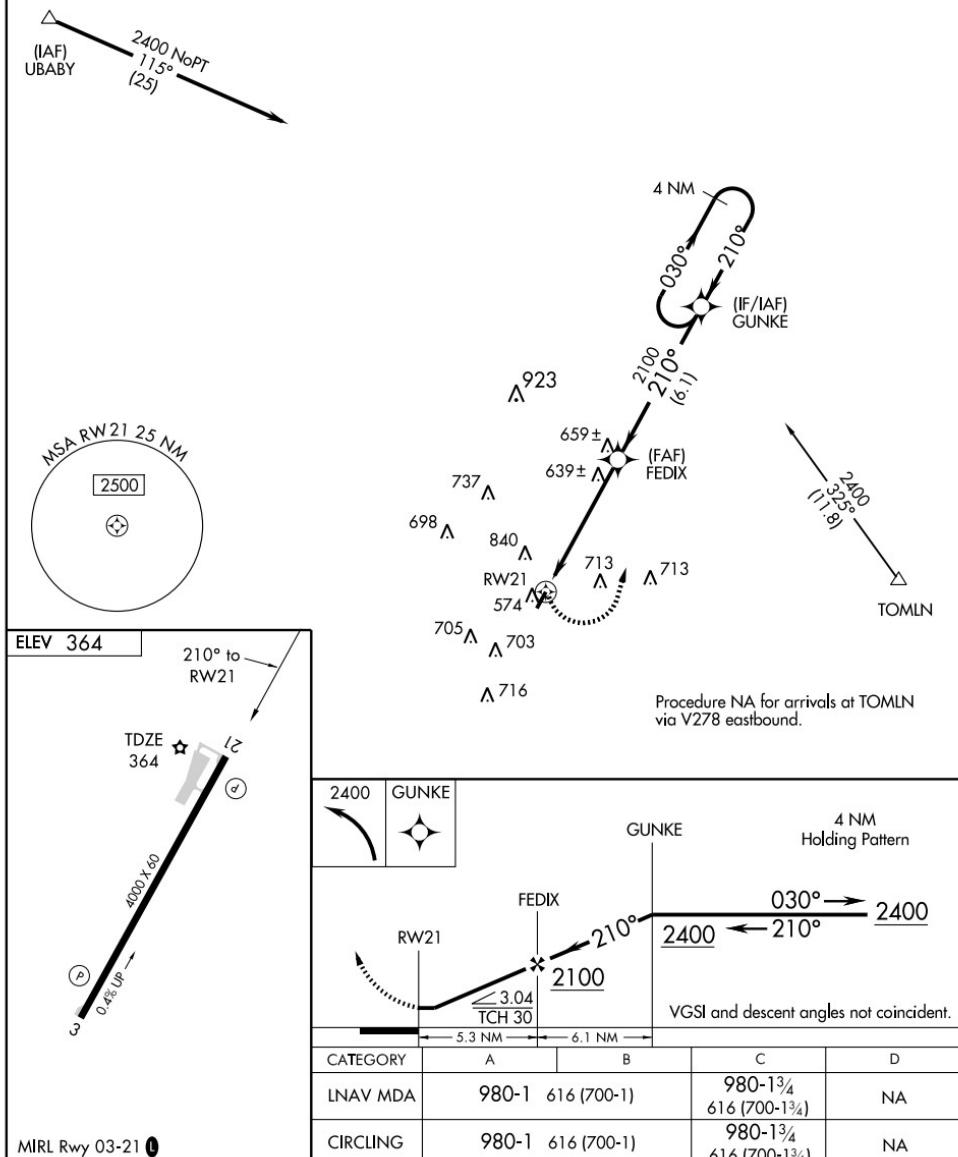


APP CRS 210°	Rwy Idg <b>4000</b> TDZE <b>364</b> Apt Elev <b>364</b>
-----------------	---

**RNAV (GPS) RWY 21**

WINONA-MONTGOMERY COUNTY (5A6)

<b>T</b> <b>NA</b>	Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.	MISSED APPROACH: Climbing left turn to 2400 direct GUNKE and hold.
GRENADA AWOS <b>118.025</b>	MEMPHIS CENTER <b>128.5 279.55</b>	CTAF <b>122.9 0</b>



**WIGGINS**

**DEAN GRIFFIN MEML** (M24) 1 W UTC-6(-5DT) N30°50.59' W89°09.59'  
 270 B FUEL 100LL NOTAM FILE GWO

**RWY 17-35:** H3000X50 (ASPH) S-20 MIRL

**RWY 17:** PAPI(P2L) Tree. **RWY 35:** PAPI(P2L). Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z\$. Fuel avbl call (601) 766-5341. Rotg bcn and PAPI lghts OTS indef. ACTIVATE MIRL Rwy 17-35—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

**PICAYUNE (L) VOR/DME** 112.2 PCU Chan 59 N30°33.67' W89°43.83' 055° 34 NM to fld. 70/05E.

**NEW ORLEANS**  
 L-21C, 22G

**WINONA-MONTGOMERY CO** (5A6) 1 S UTC-6(-5DT) N33°27.90' W89°43.81'

**MEMPHIS**

363 B S2 FUEL 100LL NOTAM FILE GWO

L-18G

**RWY 03-21:** H4000X60 (ASPH) S-18 MIRL 0.4% up NE

IAP

**RWY 03:** PAPI(P2L)—GA 3.0° TCH 30'. Tree.

**RWY 21:** PAPI(P2L)—GA 3.0° TCH 30'. Trees.

**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Powerplant and airframe repairs avbl in emergency or with prior notice. PAEW adjacent Rwy 03-21 and associated twys. Arpt rotating bcn OTS indef. MIRL opr dusk—0400Z\$. After 0400Z\$ ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 opr continuously.

**COMMUNICATIONS:** CTAF 122.9

MEMPHIS CENTER APP/DEP CON 128.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 087° 27.5 NM to fld. 125/03E.

**YAZOO CITY**

**YAZOO CO** (87I) 4 NW UTC-6(-5DT) N32°52.99' W90°27.82'

**MEMPHIS**

104 B S2 FUEL 100LL NOTAM FILE GWO

H-6J, L-18G

**RWY 17-35:** H5000X100 (ASPH) S-30 2D-64 MIRL

IAP

**RWY 17:** PAPI(P2L)—GA 3.0° TCH 35'

**RWY 35:** PAPI(P2L)—GA 3.0° TCH 35'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z\$, Sat 1400-1800Z\$.

Fuel 24 hr credit card svc avbl. Parachute Jumping. Rotating bcn OTS indef. Rwy 35 PAPI OTS indef. MIRL Rwy 17-35 preset low ints; dusk—0400Z\$, after 0400Z\$ to incr intst ACTIVATE—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

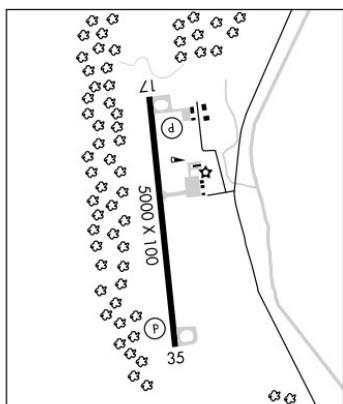
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 321° 27 NM to fld. 360/05E.



**YAZOO CO** (See YAZOO CITY)

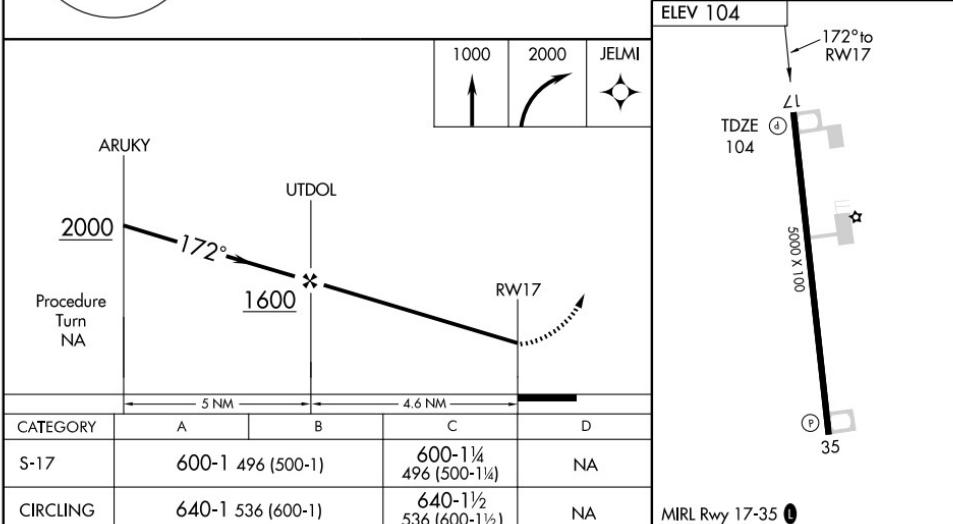
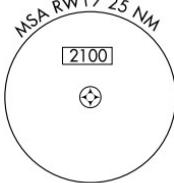
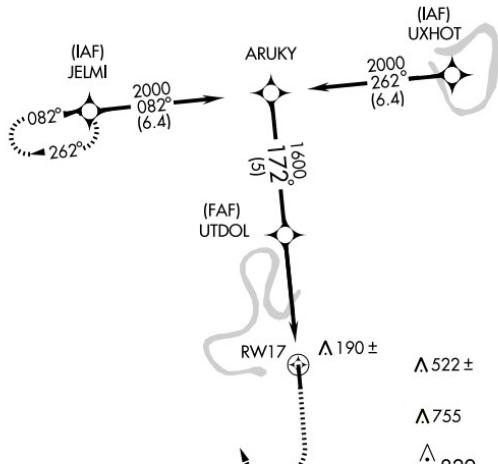
APP CRS	Rwy Idg	<b>5000</b>
<b>172°</b>	TDZE	<b>104</b>
	Apt Elev	<b>104</b>

▲ NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct JELMI WP and hold.

MEMPHIS CENTER  
**132.5 259.1**

UNICOM  
**122.8 (CTAF) 1**



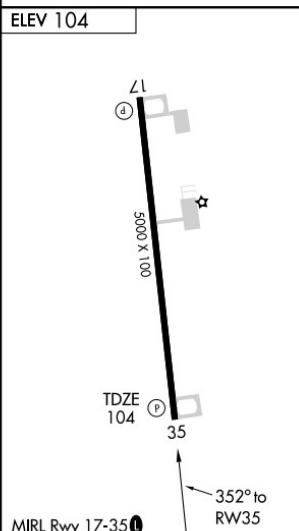
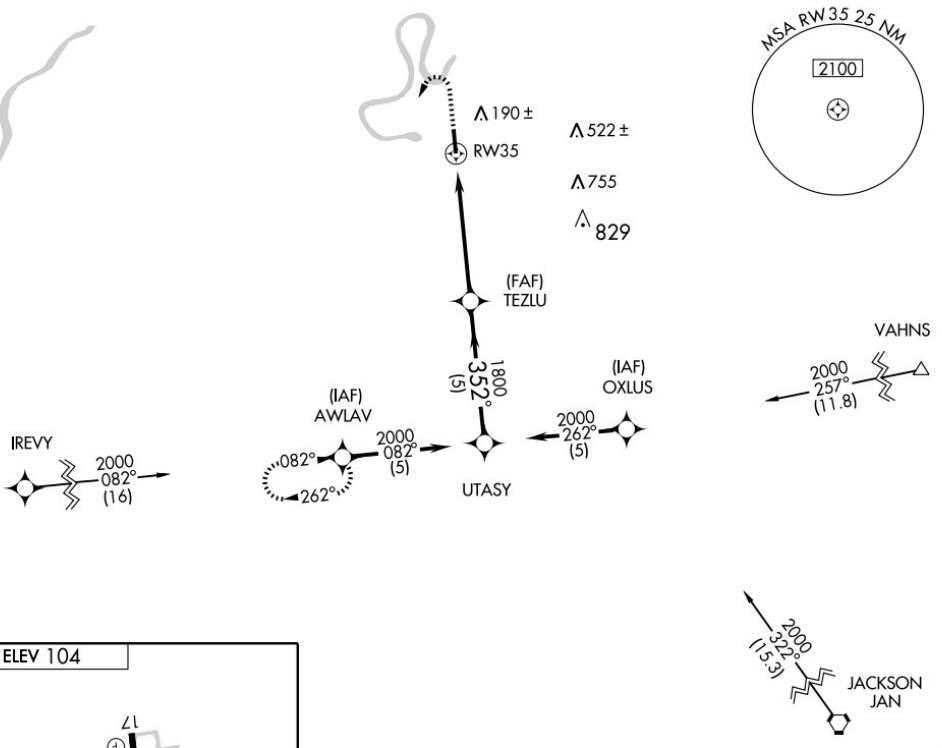
APP CRS	Rwy Idg	<b>5000</b>
<b>352°</b>	TDZE	<b>104</b>
	Apt Elev	<b>104</b>

▲ NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct AWLAV WP and hold.

MEMPHIS CENTER  
**132.5 259.1**

UNICOM  
**122.8 (CTAF) 1**



1000 2000 AWLAV			
1000 ↑			
2000 ↘ AWLAV			
RW35	1800	352°	2000
5.2 NM	5 NM		Procedure Turn NA
CATEGORY	A	B	C
S-35	780-1 676 (700-1)	780-2 676 (700-2)	NA
CIRCLING	780-1 676 (700-1)	780-2 676 (700-2)	NA

YAZOO CITY, MISSISSIPPI

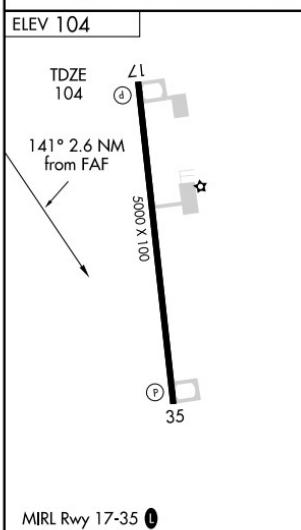
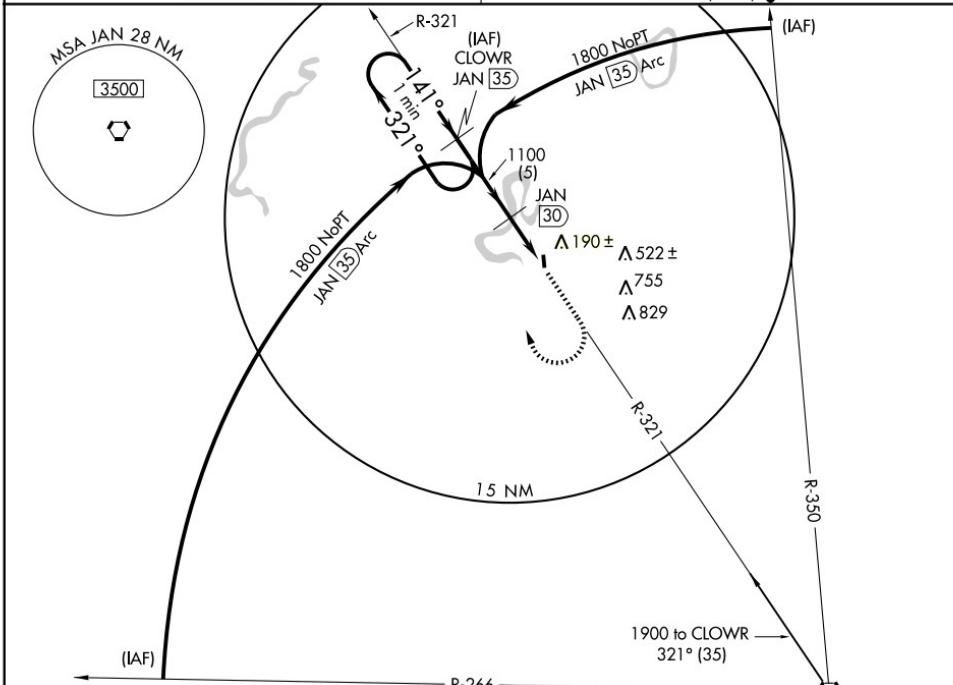
VORTAC JAN  
112.6  
Chan 73APP CRS  
141°Rwy Idg  
TDZE  
Apt Elev  
5000  
104  
104

AL-6977 (FAA)

VOR/DME RWY 17  
YAZOO COUNTY (87I)

▲ NA Use Jackson altimeter setting.

MISSSED APPROACH: Climb to 1000 then climbing right turn to 1800 via JAN R-321 to CLOWR 35 DME and hold.

MEMPHIS CENTER  
132.5 259.1UNICOM  
122.8 (CTAF) 0

YAZOO CITY, MISSISSIPPI

Orig 09127

32°53'N-90°28'W

YAZOO COUNTY (87I)

VOR/DME RWY 17

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

YAZOO CITY, MISSISSIPPI

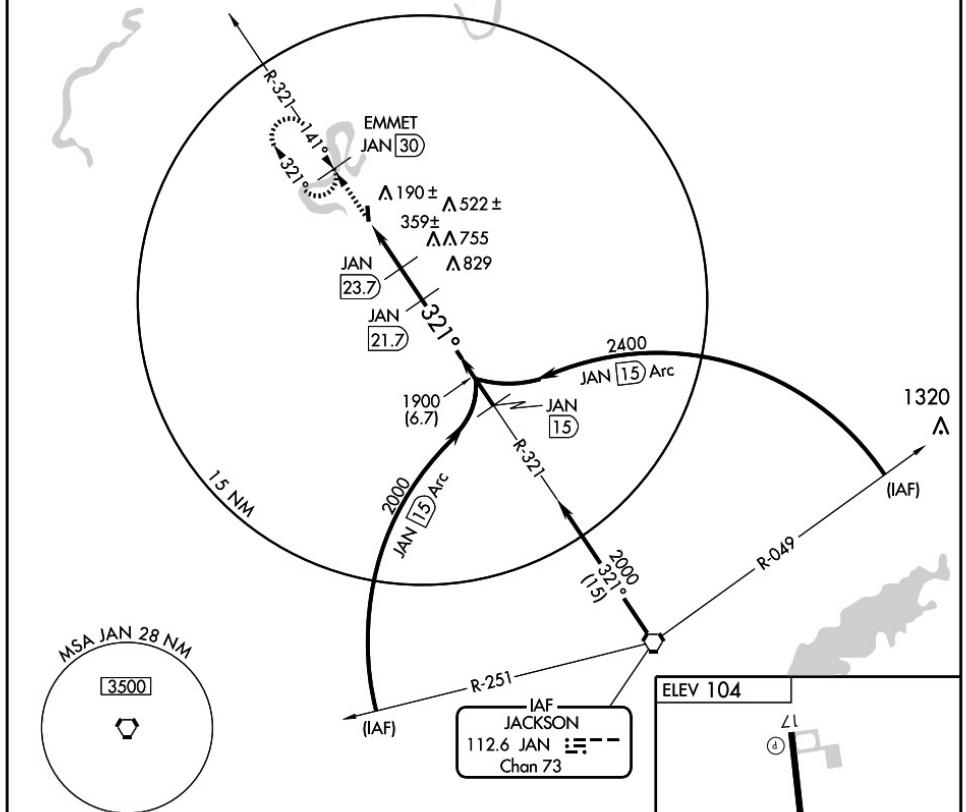
VORTAC JAN  
112.6  
Chan 73APP CRS  
321°Rwy Idg  
TDZE  
Apt Elev  
5000  
104  
104

AL-6977 (FAA)

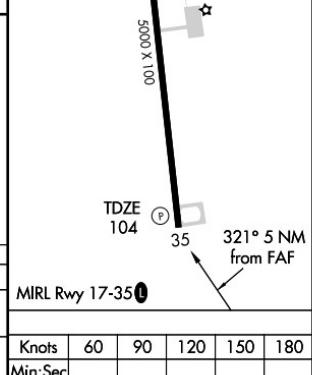
VOR/DME RWY 35  
YAZOO COUNTY (87I)

▲ NA Use Jackson altimeter setting.

MISSSED APPROACH: Climb to 2000 direct EMMET 30 DME and hold.

MEMPHIS CENTER  
132.5 259.1UNICOM  
122.8 (CTAF) 0

2000	EMMET JAN 30			
CATEGORY	A	B	C	D
S-35	780-1 676 (700-1)	780-1 1/4 676 (700-1 1/4)	780-2 676 (700-2)	780-2 1/4 676 (700-2 1/4)
CIRCLING	780-1 676 (700-1)	780-1 1/4 676 (700-1 1/4)	780-2 676 (700-2)	780-2 1/4 676 (700-2 1/4)



YAZOO CITY, MISSISSIPPI

Orig-A 09127

32°53'N-90°28'W

YAZOO COUNTY (87I)

VOR/DME RWY 35